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OAKLAND ATHLETICS

Ballpark Site Feasibility Study

December 13, 2001

Oakland Alameda County
Coliseum Authority

DRAFT AND CONFIDENTIAL

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Executive Summary	2
Criteria for Evaluation	4
Site Locations	
· urban sites	6
· suburban	7
Ballpark Program and Site Requirements	8
I. Urban Design	9
II. Transportation	27
III. Site Factors	38
IV. Cost	41
V. Timing	43
VI. Appendix	45

EXECUTIVE SUMMARY

The purpose of this report is to provide information to the Oakland Alameda County Coliseum Authority regarding potential of seven sites to accommodate a future home for the Oakland Athletics. This report documents the Phase I and II Scope of Work per the Agreement between Oakland Alameda County Coliseum Authority and HOK Sport, Inc., dated October 11, 2001.

We believe site location is the most critical issue to the success of a ballpark. From our review in 1987 of 26 sites for Oriole Park at Camden Yards, to our subsequent work with 22 Major League Ballclubs, we have gained an intimate knowledge of the special nuances that make a great site. A great site can reinforce and structure on-site and off-site development, and they can energize a City's edge or complete its downtown. Each ballpark should be designed to support its neighborhood by meshing seamlessly with its activities and environment.

Ballparks should create unforgettable and unique experiences as part of the romance with each city. We believe ballparks must be the right size and the right location to provide the right result. We have prepared this report so that readers will understand and ultimately support our evaluations.

SITES

All seven sites are located in Alameda County and are described as follows:

URBAN

- Howard Terminal
- Uptown
- Oak to 9th
- Laney College

SUBURBAN

- Coliseum
- Fremont
- Pleasanton

Each site was evaluated and developed in accordance with the Phase II Scope of Work, which included: on-site development, ballpark footprint and off-site development including parking options. During Phase I a specific ballpark program and site requirements were reviewed and approved with public officials and the Oakland Athletics. These requirements were focused on a 42,000-seat ballpark for Opening Day 2006.

None of the sites studied are problem free or without certain risks associated with a public project of this scale. The central question of this report is which of the seven sites, after all analysis and factors are weighed, offers the best potential for a successful project.

In order to provide an appropriate evaluation, HOK Sport has developed specific site requirements for Urban and Suburban sites.

PROCESS

The review team visually inspected each site to determine specific issues and to test assumptions. Included in the review team were: Parsons Brinckerhoff (Traffic, Transit, & Parking), Rutherford and Chekene (Structural, Civil, Geotechnical and Environmental), and Clark Construction Company, Inc. (Construction Cost and Scheduling). The review team met with many city and county members, including: Dan Marks and Chris Smith of Fremont; Chris Gray, Pat Cashman and Stewart Cook of Alameda County; Adolf Marinelli of Pleasanton; Ron Winter of Trumark/Assyst Corporation; Allen Mullen and Joseph Azar of Ruggeri, Jensen & Azar & Associates; and Rosie Rios, Jeff Chew, Kathy Kleinbaum, Eric Uddenberg and Frank Fanelli of the City of Oakland.

EVALUATION FACTORS

The site selection matrix and five criteria categories were initially created in 1987. Since that time, this matrix has been used to analyze and rank potential sites for sports facilities including baseball parks, football stadiums, and arenas in both urban and suburban settings. Analyses of the site issues explored by these five categories have consistently proven to be an objective way to rank potential sites. Each site was evaluated based on the following factors:

- Urban Design: establishes the relationship with the city and considers the overall fan experience.
- Traffic, Transit and Parking: determines the convenience a site offers for automobiles, buses, transit and pedestrians within acceptable levels.
- Site Factors: influences the overall cost and difficulties in developing projects of this scale.
- Cost: establishes the funding limitations.
- Timing: determines the momentum a site offers to the Athletics and the timing of increased revenue.

RESULTS

The results of these evaluations are as follows:

- From an Urban Design factor, the Uptown Site rated the highest with Howard Terminal a close second.
- From a Traffic, Transit and Parking factor, the Uptown Site again rated the highest with the Coliseum and Fremont sites rating a close second and third.
- From a Site factor, the Uptown site rated the highest due to the amount of in-place infrastructure. The Fremont Site was a close second.
- From a Cost and Schedule factor, the Uptown Site was the most favorable when site acquisition, site development, construction, traffic and parking costs were applied. The Coliseum site was a close second.

SITE COST COMPARISON

	UPTOWN	HOWARD TERMINAL	OAK TO 9TH	LANEY COLLEGE	COLISEUM	FREMONT	PLEASANTON
BALL PARK COST as provided by Clark Construction	\$340,000,000	\$340,000,000	\$340,000,000	\$340,000,000	\$340,000,000	\$340,000,000	\$340,000,000
SITE FACTOR as provided by Clark Construction	\$11,100,000	\$27,250,000	\$23,750,000 \$33,750,000	\$24,750,000	\$10,759,000	\$16,700,000	\$16,950,000
TRAFFIC IMPROVEMENTS as provided by Parsons Brinkerhoff	\$4,000,000	\$38,000,000	\$40,000,000	\$33,000,000	\$6,000,000	\$6,000,000	\$18,000,000
PARKING as provided by Parsons Brinkerhoff	—	\$75,100,000	\$116,900,000	\$132,000,000	\$43,200,000	\$32,000,000	\$156,000,000
ACQUISITION/ BUSINESS RELOCATION as provided by City and County Officials	\$30,000,000	\$37,000,000	\$25,000,000 \$35,000,000	\$76,000,000	—	\$70,200,000	—
GRAND TOTAL	\$385,100,000	\$517,350,000	\$545,650,000 \$565,650,000	\$605,750,000	\$399,959,000	\$464,900,000	\$530,950,000

Notes: 1. Does not include financing and/or legal costs.

2. Ballpark costs were developed by Clark Construction Co. for a prototype 1,150,000 sq. ft., 42,000-seat ballpark built in Alameda County, California for a 2006 Opening.

3. We required 2 development options for 9th to Oak, East and West and their collective scores are represented in each matrix.

SITE RANKING SYSTEM AND EVALUATION TECHNIQUE

The primary site selection criteria categories include Urban Design, Transportation, Site Factors, Cost, and Timing. Within each category are related selection criteria. An overall matrix has been developed, representing the ranking of each site. The scoring for this matrix represents a compilation of the individual category matrices.

The evaluation technique used for this study is based on a quantitative, rather than qualitative, rating system. The sites are ranked against each other, rather than against a value scale of one to ten, in each criteria category from highest to lowest. Because there are seven sites, the highest ranking is a seven and the lowest ranking is a one.

A ranking of 7 indicates that a given site meets the site program and selection criteria in a way that is superior, or equal to, other sites. A ranking of 1 indicates that a site is the least advantageous location in a particular category. The intent is to establish an objective ranking system, rather than debate whether a site is a 5 or 6, on a scale of one to ten.

This system addresses situations where sites are viewed as equally advantageous. If two sites are rated as being equal, and most advantageous in their particular category, the sites tie with a ranking of 7. Since two sites are tied with a ranking of 7, the next highest possible ranking is a 5. Similarly, if two sites are rated as equal, and least advantageous in their category, the next highest possible ranking is a 3.

The primary Categories and individual criterion are weighted equally within the matrices. Collectively, they represent a clear indication of the ability of each site to accommodate the site and building program.

NOTE: We required 2 development options for 9th to Oak, East and West and their collective scores are represented in each matrix.

URBAN DESIGN

- Adjacent Land Uses/Compatibility
- Image/Visibility
- Proximity to Related Activities
- Enhancement of Existing Businesses
- Potential for Redevelopment & New Development

TRANSPORTATION

- Traffic Access
- Parking Adequacy
- Transit Options
- Pedestrian Movement

SITE FACTORS

- Site Size
- Site Configuration
- Field Orientation Options
- Topography
- Utilities (Adequacy/Relocation/Improvements)
- Demolition Issues
- Historic Structures
- Environmental Issues
- Zoning and Regulatory Factors

COSTS

- Land Acquisition & Business/Facility Relocation
- Traffic/Transit
- Parking
- Site Development (on site)
- Site Development (off site)

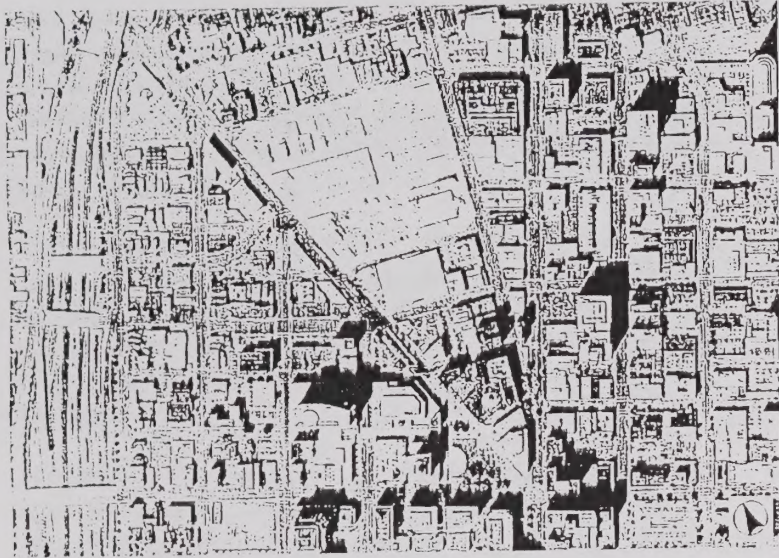
TIMING

- Ability to Meet Schedule

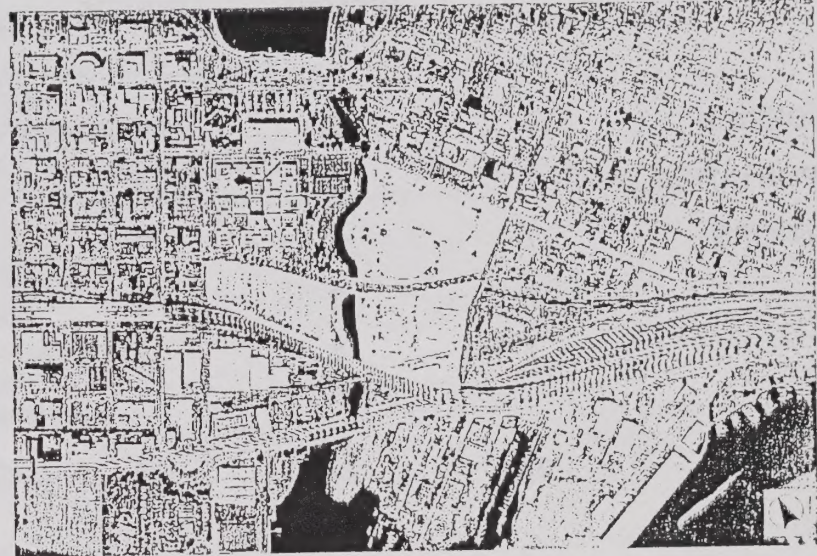
	UPTOWN	HOWARD TERMINAL	LANEY COLLEGE	OAK/9th	COLISEUM	FREMONT	PLEASANTON
URBAN DESIGN	7	6	4	5	3	2	1
TRANSPORTATION	7	4	3	1	6	5	2
SITE FACTORS	7	2	3	1	5	6	5
COST	7	3	3	1	6	5	4
TIMING	7	7	1	7	7	7	7
GRAND TOTAL	35	22	14	15	27	25	19

SITE LOCATIONS

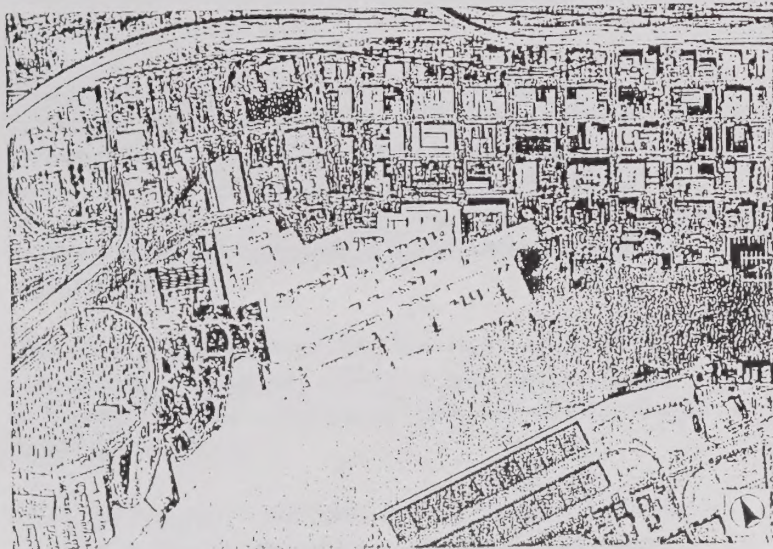
urban



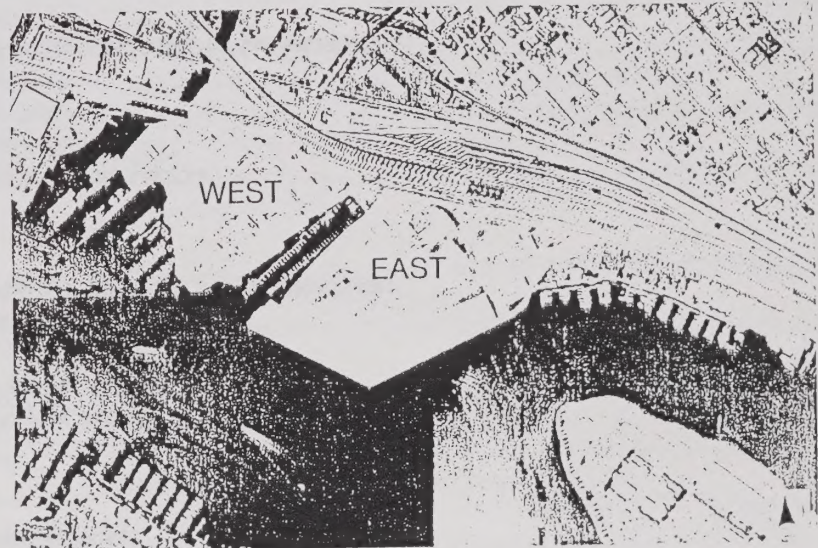
UPTOWN



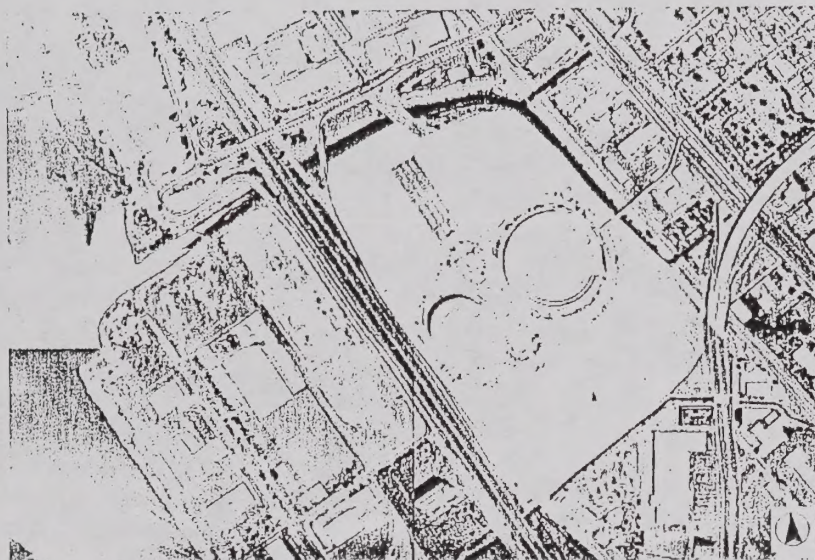
LANEY COLLEGE



HOWARD TERMINAL



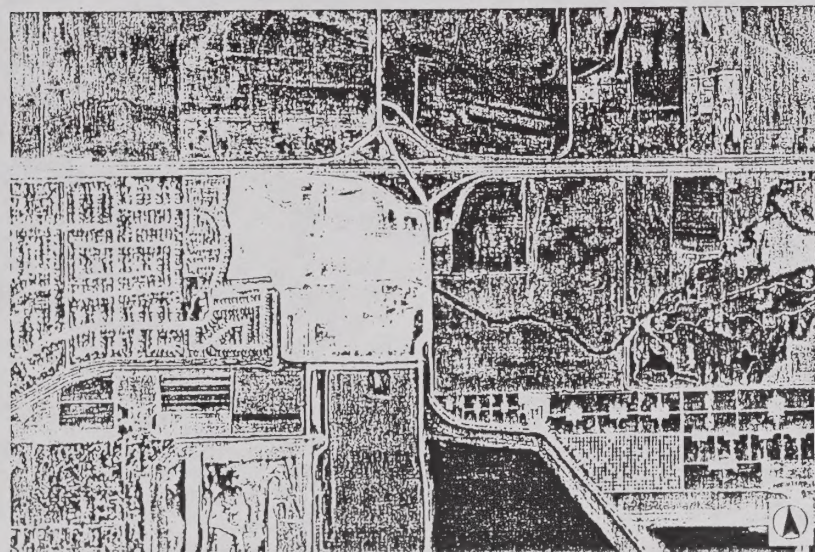
OAK TO 9TH



COLISEUM

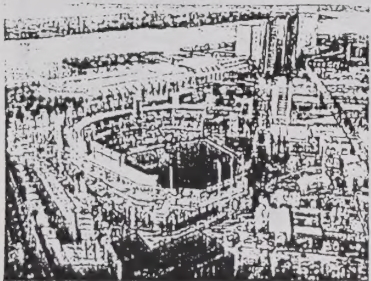
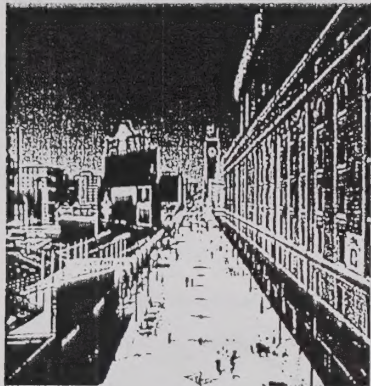
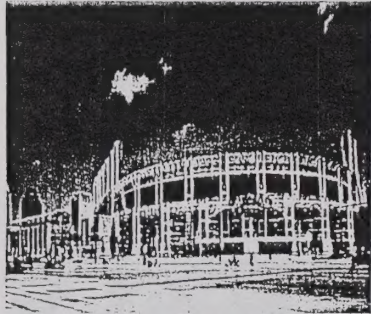


FREMONT



PLEASANTON

BALLPARK PROGRAM AND SITE REQUIREMENTS



Ballpark Program

- Single Purpose-Baseball
- 42,000 Seats
- 60 Private Suites
- 10 Party Suites
- 4,000 Club Seats on 2 Club Levels
- 3,000 General Admission Seats
- 40,000 sq. ft. Administrative Office
- 2 Restaurants
- 100 Car Parking Area for Players and Administrative Staff -- on site
- 12,000 sq. ft. Retail
- 200 Seat Picnic Area
- 5,000 sq. ft. Family Entertainment Center
- 10,000 sq. ft. Conference Center
- 1.15 Million sq. ft. Building

Alameda County Requirements

URBAN SITES

- Site Area Requirement: Desirable: 15 acres

Minimum: 12.5 acres

- Site configuration allows acceptable building configuration and field orientation.
- Ability to accommodate 100 parking spaces for players/administration on-site.
- Ability to build or lease 800 contiguous parking spaces for premium customers adjacent to ballpark.
- Proximity to adequate parking and transit within 5/8 mile.
- Ability to accommodate service functions and television truck parking on-site.

SUBURBAN SITES

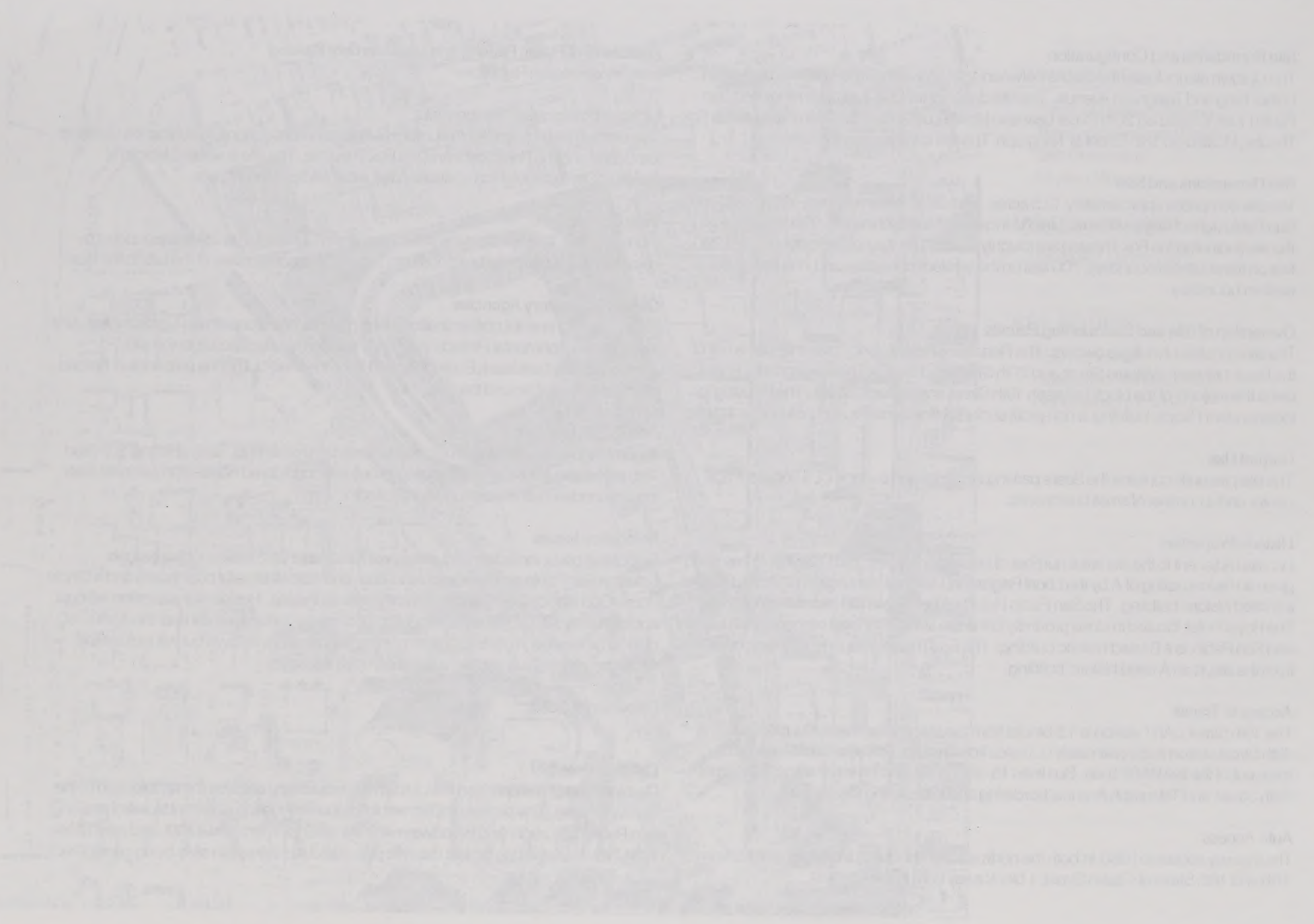
- Site Area Requirement: Desirable: 200-210 acres without BART
175-185 acres with BART

Minimum: 104 acres (Coliseum Site) with
60 to 70 acres of adjacent
dedicated surface parking
and BART.
135 acres with 60 to 70 acres
of adjacent off-site parking
without BART.



URBAN DESIGN

ADJUTANT GENERAL



UPTOWN PLAN

Site Boundaries and Configuration

The Uptown site includes the blocks between 18th and 20th Street bounded by Martin Luther King and Telegraph Avenue. The site does not include the newly renovated San Pablo Hotel, located on 20th Street between Martin Luther King and San Pablo, or the Fox Theatre, located on 18th Street at Telegraph. The site is trapezoidal in shape.

Site Dimensions and Size

The site comprises approximately 12.5 acres. Part of the Williams Street, 19th Street, and San Pablo right-of-ways will be required to increase the size of the site. The dimensions of the site (including the Fox Theater) are roughly 700 feet on the northern boundary, 1,200 feet on the southern boundary, 700 feet on the western boundary, and 700 feet on the eastern boundary.

Ownership of Site and Surrounding Parcels

The site consists of multiple owners. The Redevelopment Agency presently owns half of the block between Williams Street and 20th Street and the Fox Theater property. Sears owns the majority of the block between 19th Street and Williams Street. The Housing for Independent People building, a non-profit social service center, is also included in the site.

Current Use

The site presently contains the Sears parking structure and surface lot, a social service center, and a number of small businesses.

Historic Properties

Located adjacent to the site are a number of historic structures. 1901 San Pablo has been given an historic rating of A by the Local Register of Historic Resources. 1917 San Pablo is a B-rated historic building. The San Pablo Hotel has been given an historic rating of B. The Royal Hotel, located in close proximity to the site at the northeast corner of 20th Street and San Pablo, is a B-rated historic building. The Fox Theater property, also excluded from the site, is an A-rated historic building.

Access to Transit

The 19th Street BART station is 1.5 blocks from the site, approximately 0.1 miles, and the 12th Street station is approximately 0.3 miles from the site. Both stations are served by three out of the five BART lines. Bus lines 15, 40, 72, 73, and 88 travel along 18th Street, 20th Street, and Telegraph Avenue, bordering and intersecting the site.

Auto Access

The freeway access to I-980, in both the north and southbound directions, is direct from 17th and 18th Street at Castro Street, 1 block away from the site.

Availability of Public Parking and Replacement Parking

See Transportation Report.

Linkages/Integrated Components

The Uptown District contains a number of entertainment options, including the Oakland Ice Center and the Paramount and the Fox Theaters. The site is within 5 blocks of Oakland City Center, which contains hotel, retail, and restaurant uses.

View Corridors

From all points, the view from the site is downtown Oakland. The site is surrounded by office towers, and historic buildings, with a partially obscured view of the hills to the east.

Overlay Regulatory Agencies

There is environmental contamination in the groundwater beneath the Uptown Area. As a result, the Environmental Protection Agency has some jurisdiction over the site. Additionally, the Landmark Board will need to be involved due to the presence of historic properties on and around the site.

Acquisition Issues

Assemblage of the remaining parcels between San Pablo and Telegraph and 20th and 18th will be required. Several of those parcels are considered hostile and will most likely require condemnation action to be acquired.

Relocation Issues

Relocation costs, including acquisition, will run at least \$5.5 million for the parcels between San Pablo and Telegraph and 20th and 18th as several businesses and a Single Room Occupancy (SRO) facility currently exist on the site. Residential relocation will cost approximately \$700,000, while relocation of commercial facilities will near the \$500,000 mark. The relocation costs for the remaining parcels are unknown but will include the relocation of an auto shop and a social services agency.

Opportunity Costs

N/A

Catalytic Potential

Development of a ballpark on the Uptown site would help catalyze the revitalization of the Uptown District. The primary impact would be the retenancing of vacant storefronts along San Pablo, Telegraph, and Broadway with new entertainment, restaurant, and retail uses. The Uptown site has the largest catalytic potential out of the seven sites being considered.



ADVANTAGES

- Heart of Uptown Setting
- Transportation and Parking
- Site Geometry
- Skyline View

DISADVANTAGES

- Multiple Ownership

KEY ISSUES

- Size of the Site
- Alternative Housing Sites
- Replacement Parking

HOWARD TERMINAL PLAN

Site Boundaries and Configuration

The Howard Terminal site consists of the pier bounded by Embarcadero to the north, the bay to the south, Linden Street to the west, and Jefferson Street to the east. Excluded from the site boundaries are two parcels that border Embarcadero. The exclusion of these parcels results in a choppy site configuration on the northern boundary of the parcel.

Site Dimensions and Size

According to the Port of Oakland, the site comprises approximately 36.6 acres.

Ownership of Site and Surrounding Parcels

The Port of Oakland owns the Howard Terminal site. Along Embarcadero, from Market Street to Jefferson, the site is fronted by parcels that are not under Port ownership. These parcels include a PG&E substation and an industrial parcel owned by Duke Energy LLC. If this site is selected, the Duke Energy Parcel will be need to be acquired.

Current Use

The site is currently being used as a cargo and container terminal. There are four active cranes located on the site.

Historic Properties

The PG&E substation adjacent to the site has been given a historic rating of A by the Local Register of Historic Resources.

Access to Transit

AC Transit bus lines 58, 59, and 59A are within two blocks of the site and run along 2nd, 3rd, and Martin Luther King Jr. The closest BART station is 12th Street, approximately 0.8 miles from the site. Three out of the five BART lines stop at this station. The remaining two BART lines stop at Lake Merritt BART station, approximately one mile from the site.

Auto Access

The closest freeway access is approximately 0.7 miles to I-880, at 5th and Harrison. Additionally, there are limited crossings over the active railroad tracks across Embarcadero, which greatly limits access to the site.

Availability of Public Parking

See Transportation Report.

Linkages/Integrated Components

The Howard Terminal site is a few city blocks away, along Embarcadero, from the Jack London Square entertainment retail district. The Jack London Square district contains hotel, retail, restaurant, and entertainment uses.

View Corridors

The site is situated at the water's edge, with sight lines to the bay and the San Francisco skyline to the south and west, and downtown Oakland and Oakland hills views to the north and east.

Overlay Regulatory Agencies

The San Francisco Bay Conservation and Development Commission (BCDC) and the Tidelands Trust have jurisdiction over the site.

Acquisition Issues

Currently this site serves as a major component of the Port's maritime operations. Acquisition of the site would depend primarily upon the Port's ability to transfer to property to the proposed use given the regulatory bodies involved. According to the Port, the revenues from this site are used to secure bonds. As a result, bondholder approval will be necessary in order to relocate the current maritime operations on the site.

Relocation Issues

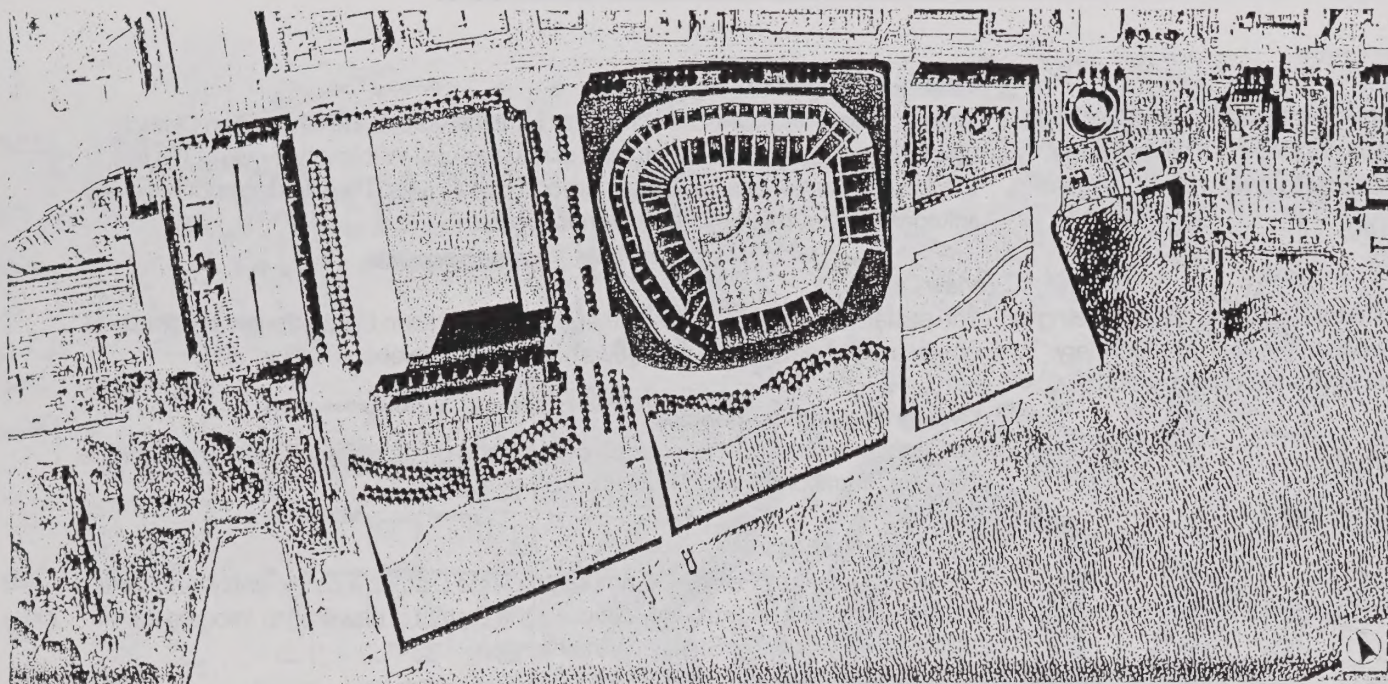
Existing facilities and operations would have to be relocated to an appropriate area within the Port's jurisdiction.

Opportunity Costs

The Port estimates the annual revenue from the shipping facilities on the site to be approximately \$9 million per year.

Catalytic Potential

Development of a ballpark on the Howard Terminal site would create additional support for the existing hotel, retail, entertainment, and restaurant uses in Jack London Square. There is also potential for the conversion of the industrial properties to the north and east of the site into additional retail, entertainment, or restaurant space.



ADVANTAGES

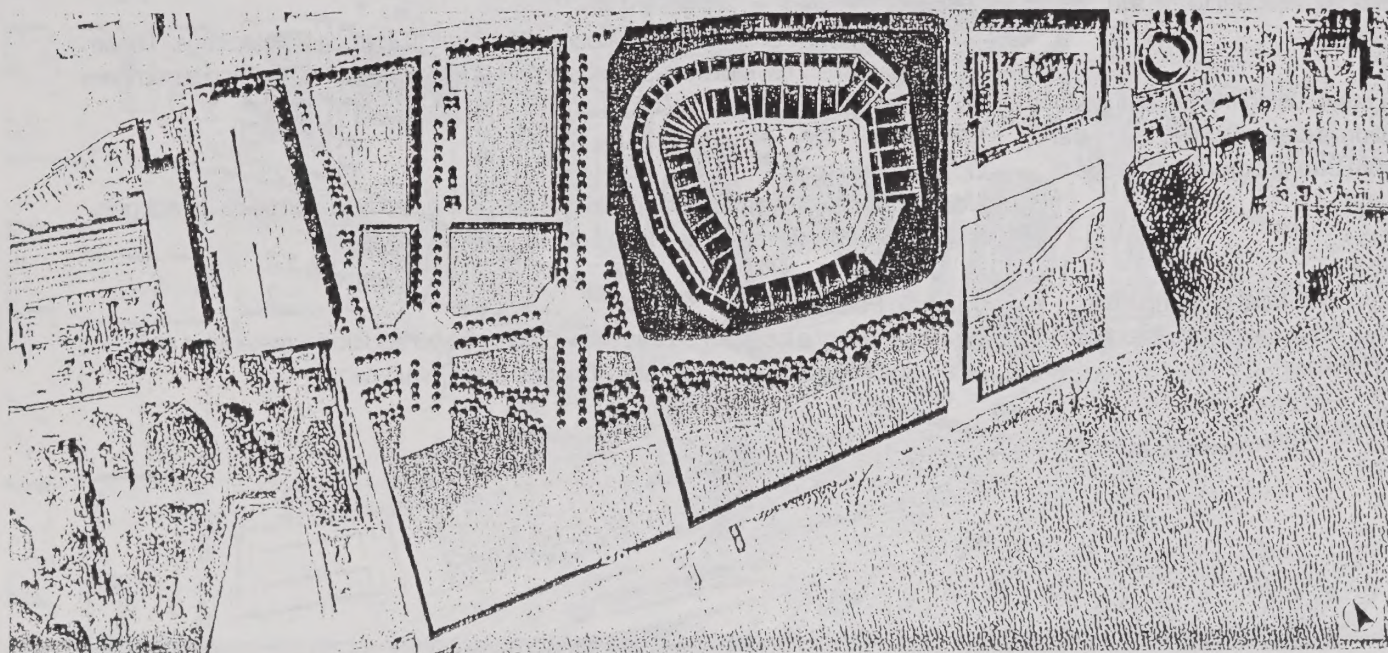
- Waterfront Setting
- Extension of Jack London Square
- Restoration of Existing Shoreline

DISADVANTAGES

- Proximity to Transit and Parking
- Displaces Port Function

KEY ISSUES

- Resolve Parking Requirements
- Shared Parking with Entertainment and Retail
- Cost of Relocation Port and Cranes



LANEY COLLEGE PLAN

Site Boundaries and Configuration

The Laney College Athletic Fields site is bounded by the Lake Merritt channel to the west, 5th Street Avenue to the east, 10th Street to the north, and 7th Street to the south. The site is trapezoidal in shape, with the west side following the curvilinear shape of the channel.

Site Dimensions and Size

The site comprises approximately 13 acres. The dimensions of the site, excluding the irregular curve of the channel, are roughly 875 feet on the western boundary, 450 feet on the eastern boundary, 1,050 feet on the northern boundary, and 800 feet on the southern boundary.

Ownership of Site and Surrounding Parcels

The site is owned by the Peralta Community College District.

Current Use

The baseball diamond and track facilities for Laney College are located on the site.

Historic Properties

We are not aware of any historic properties on or directly adjacent to the site.

Access to Transit

The Lake Merritt BART station is approximately 0.4 miles, using the pedestrian footbridge over the channel. The Lake Merritt Bart Station is served by two out of the five BART lines. Bus lines 11 and 62 travel along 10th Street, bordering the site to the north.

Auto Access

Access to I-880 is approximately 0.4 miles to the Harrison Street on-ramp. The street access is limited in that area because 10th and 7th streets cross the channel leaving no opportunity to turn right or left for about 0.5 miles.

Availability of Public Parking

See Transportation Report.

Linkages/Integrated Components

The site is approximately 8 blocks away from the core of the Chinatown District, which contains a high concentration of restaurants. Within a half-mile of the site, there are a number of small neighborhood restaurants. The site does not have any linkages to hotel, retail, or entertainment uses.

View Corridors

The eastern view is of the hills. The northern downtown Oakland view is partially obscured. The south and west views of the water are obscured by I-980.

Overlay Regulatory Agencies

The Tidelands Trust has jurisdiction over portion of the site immediately adjacent to the Lake Merritt channel.

Acquisition Issues

The site is owned by Peralta Community College District, a public entity. Acquisition of the property will be extremely difficult if the District is unwilling to relocate their facilities and will require State-level intervention.

Relocation Issues

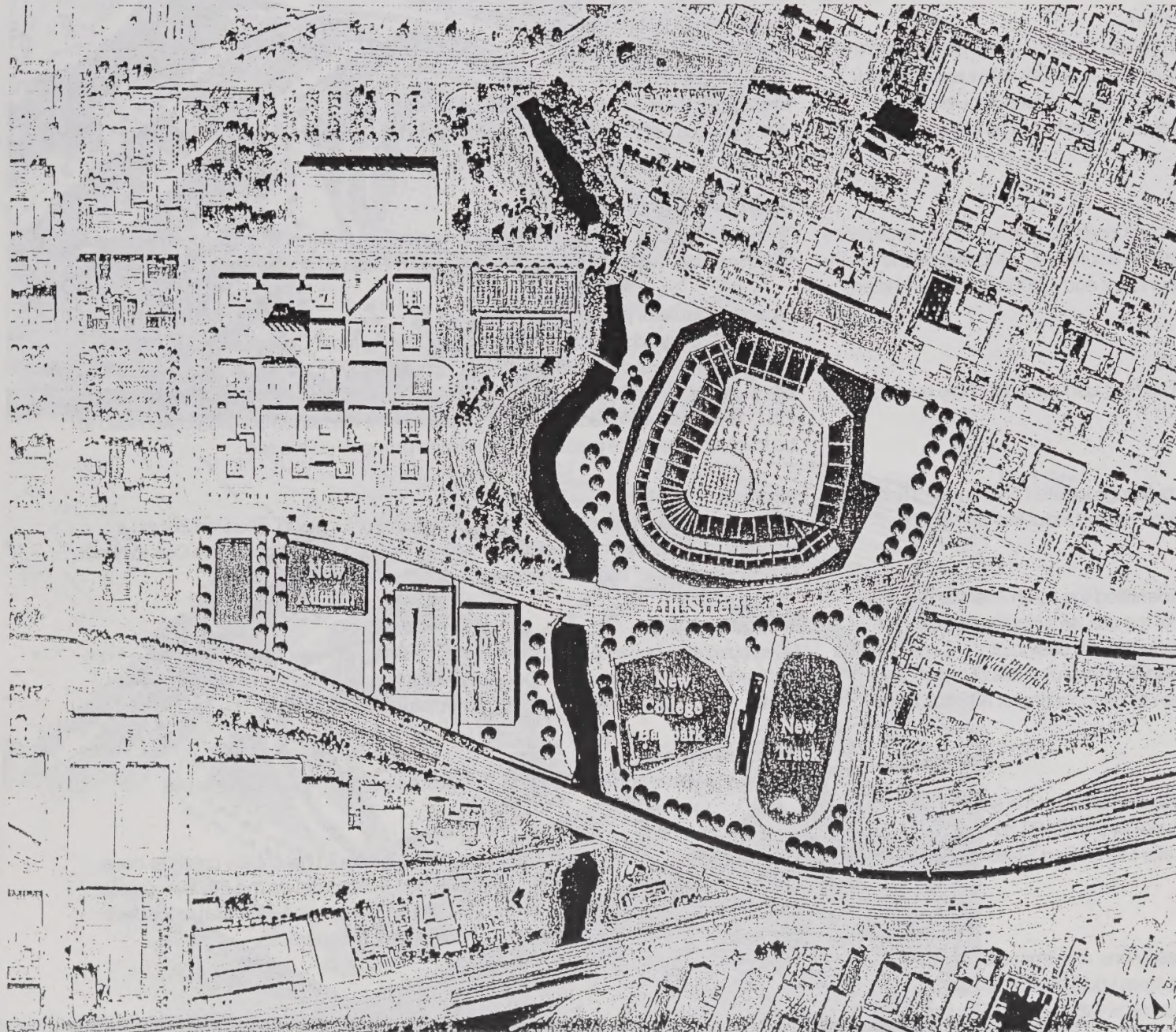
The site contains Laney College's baseball/softball field and track facilities. These would most likely have to be replaced as part of the acquisition. Finding a comparable site for these facilities may be difficult.

Opportunity Costs

No opportunity costs should apply to this site as the ball field and track do not generate revenue and the District does not pay property taxes.

Catalytic Potential

Development of a ballpark on this site would catalyze additional restaurant and entertainment uses between Laney College and Chinatown.



ADVANTAGES

- Proximity to Lake Merritt Slough
- View to Hills
- Proximity to BART

DISADVANTAGES

- Proximity to Parking
- Requires Replacement of Existing Athletic Facilities and Administration

KEY ISSUES

- New Off Site Parking Garages Required
- Acquisition Timing

9TH TO OAK PLAN

Site Boundaries and Configuration (East Site)

The Ninth Avenue Terminal site consists of the pier bounded by Embarcadero to the north, the Bay to the south, 7th Avenue to the west, and 10th Avenue to the east. The Port of Oakland refers to the site as "Site C" in the Request for Developer Qualifications (RFQ) for the Oak to Ninth District Properties. The site is roughly rectangular in shape.

Site Dimensions and Size

According to Port of Oakland RFQ, the site comprises 39.6 acres. The dimensions of the site are roughly 1,800 feet on the northern boundary, 1,000 feet on the southern boundary, 1,400 feet on the western boundary, and 1,900 feet on the eastern boundary.

Ownership of Site and Surrounding Parcels

The site is owned by the Port of Oakland. The Port also owns all of the parcels immediately adjacent to the site.

Current Use

There are a number of occupied industrial buildings located on the site. These buildings are currently being used for maritime-related industrial operations.

Historic Properties

The Oakland Cultural Heritage Survey has identified the Ninth Avenue Terminal Transit Shed, which is located in the center of the site, as a significant historical resource. The shed has been nominated for landmark designation. Consideration by the Landmarks Preservation Agency is pending the submittal of a comprehensive history. The Transit Shed has been given a historic rating of A by the Local Register of Historic Resources.

Access to Transit

AC Transit bus lines 35X and 36X travel within one block of the site along Embarcadero. The closest BART station is Lake Merritt BART station, which is approximately one mile from the site. The Lake Merritt BART Station is served by two out of the five BART lines.

Auto Access

The closest full freeway access is approximately one mile from the site to I-880, at 5th Street and Harrison. There is an off ramp from I-880 northbound on Embarcadero at 6th Ave., a southbound on ramp at 9th Ave. and Embarcadero, and a southbound off ramp on Embarcadero 0.4 miles south of the site.

Availability of Public Parking

See Transportation Report.

Linkages/Integrated Components

The site does not have linkages to any hotel, retail, restaurant, or entertainment uses.

View Corridors

To the north, there is a very clear view to downtown Oakland. To the south and west, there is a clear view to Alameda and the bay. There is a hill view to the east.

Overlay Regulatory Agencies

The San Francisco Bay Conservation and Development Commission (BCDC), the Tidelands Trust, and the Army Corp of Engineers have jurisdiction over the site. The site contains environmental contaminants which will necessitate the involvement of the Environmental Protection Agency. Additionally, the Landmark Board will need to be involved due to the presence of a historic property on the site.

Acquisition Issues

At present this site is under ownership of the Port of Oakland. The Port issued a Request for Qualifications to developers interested in redeveloping the Oak to Ninth District Properties. The Port has selected a developer for the site.

Relocation Issues

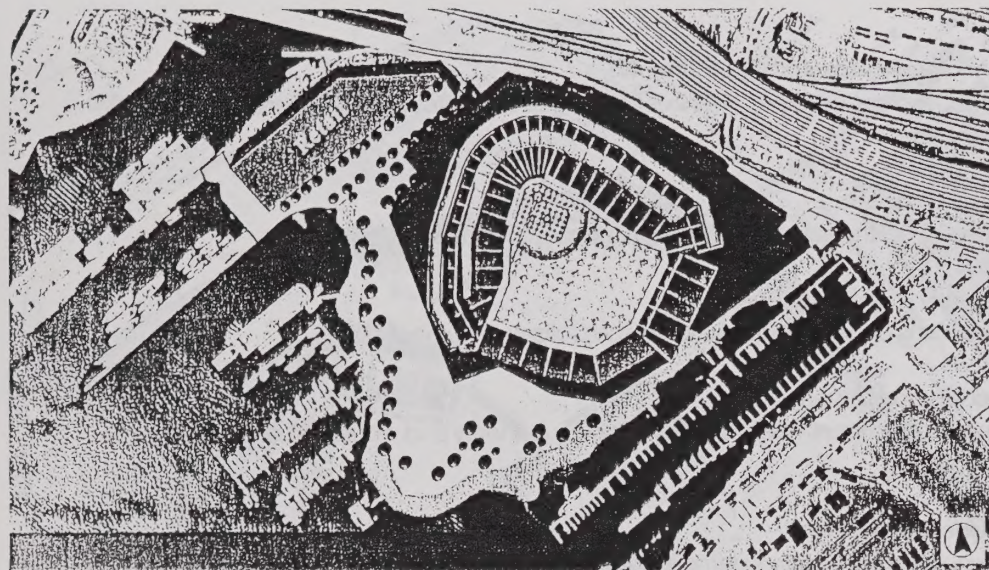
Several existing leases on this site are long-term (20-60 years) and would have to be factored in to relocation assistance. Operational facilities are as of yet undetermined, making any cost assumptions premature at this time.

Opportunity Costs

The port receives approximately \$1.7 million a year, from leases on this site.

Catalytic Potential

Development of a ballpark on the Oak to Ninth site could potentially catalyze housing, retail, restaurant, or entertainment-related development on the 5th Avenue pier, directly adjacent to the site. A portion of this pier is identified as available for development in the Port RFQ for the Oak to Ninth District Properties.



West Site

ADVANTAGES

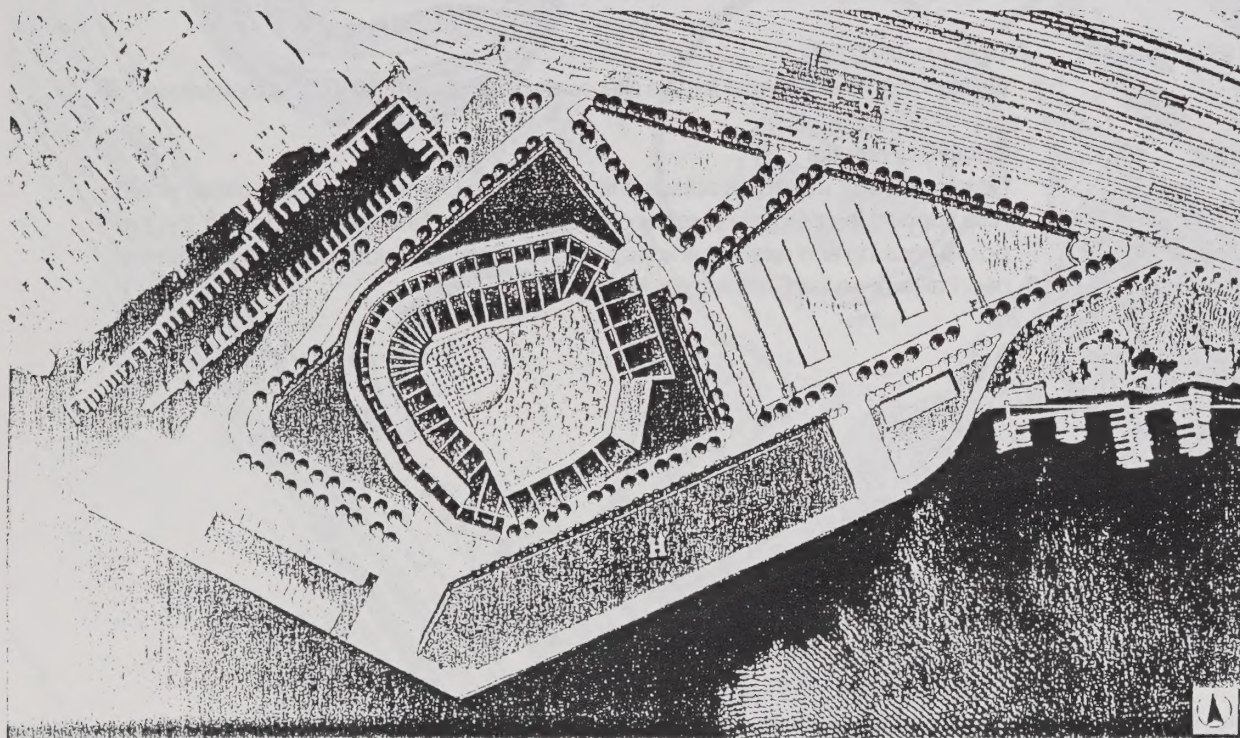
- Waterfront Setting
- Extension of Park System

DISADVANTAGES

- Access
- Proximity to Parking
- Multiple Ownership

KEY ISSUES

- Transportation
- New Off Site Parking Garages Required



East Site

COLISEUM PLAN

Site Boundaries and Configuration

The Coliseum site consists of the surface parking area of the existing Coliseum sports complex.

Site Dimensions and Size

The entire Coliseum complex, including the existing sports facilities, comprises approximately 104 acres. There are surface parking lots to the north and south of the sports complexes. These lots are roughly rectangular in shape and are about 30 to 35 acres each.

Ownership of Site and Surrounding Parcels

The Coliseum complex is jointly owned by the City of Oakland and Alameda County.

Current Use

The potential ballpark sites are currently being used as surface parking lots.

Historic Properties

We are not aware of any historic properties on or directly adjacent to the site.

Access to Transit

BART, bus, and airport adjacent.

Auto Access

Direct access to I-880.

Availability of Public Parking

See Transportation Report.

Linkages/Integrated Components

The Coliseum site does not have linkages to any hotel, retail, restaurant, or entertainment uses.

View Corridors

The site northwest of the Coliseum has views to the north hills.

Overlay Regulatory Agencies

The site is under the jurisdiction of the Coliseum Authority.

Acquisition Issues

This site is currently held by the Coliseum Authority and would not need to be acquired.

Relocation Issues

It would be necessary to temporarily relocate a portion of the Coliseum property parking until parking structure could be developed on the property.

Opportunity Costs

No opportunity costs exist for this site, as revenue streams would be maintained.

Catalytic Potential

Development of a ballpark adjacent to the existing Coliseum sports facilities would help support the proposed Metroport development in the area. In addition, the proposed housing and retail uses adjacent to the Coliseum would also benefit from a new ballpark on the Coliseum property.



ADVANTAGES

- Access
- Proximity to Transit

DISADVANTAGES

- Replacement Parking Required
- Parking Lot Setting

KEY ISSUES

- Location Acceptable to Team

FREMONT PLAN

Site Boundaries and Configuration

The Fremont site exists north of the NUMMI plant, bounded by Old Warm Springs Boulevard and railroad tracks to the east, South Grimmer Road to the north, and Fremont Boulevard to the west.

Site Dimensions and Size

The site is comprised of approximately 107 acres, irregular in configuration, and is roughly 2388 feet by 2035 feet in dimension. An additional 42 acres north of Grimmer Road are included in the site analysis.

Ownership of Site and Surrounding Parcels

The site is owned by General Motors. BART owns a parcel east of the site. Other parcels north of the site are privately owned, including a approximately 35 acres owned by General Motors.

Current Use

The site is currently used as parking for the NUMMI plant.

Historic Properties

We are not aware of any historic properties on or directly adjacent to the site.

Proximity to Transit

A future BART station is planned east of the site.

Auto Access

The site has access to I-680 along Warm Springs Boulevard. I-880 also serves the site.

Availability of Public Parking

There is no public parking in the vicinity of the site.

Linkages/Complementary Uses

The site does not have linkages to any hotel, retail, restaurant, or entertainment uses.

View Corridors

The site has views to the north hills.

Overlay Regulatory Agencies

The site is under the jurisdiction of the City of Fremont.

Acquisition Issues

The site is currently privately owned and would need to be acquired. However, the site area is inadequate to accommodate the site and building program. Connections to the future BART line, and shared parking opportunities at the future BART parking facility, may reduce the required site area. Approximately 35 acres are available north of the site, and other parcels may be acquired in proximity to the site.

Relocation Issues

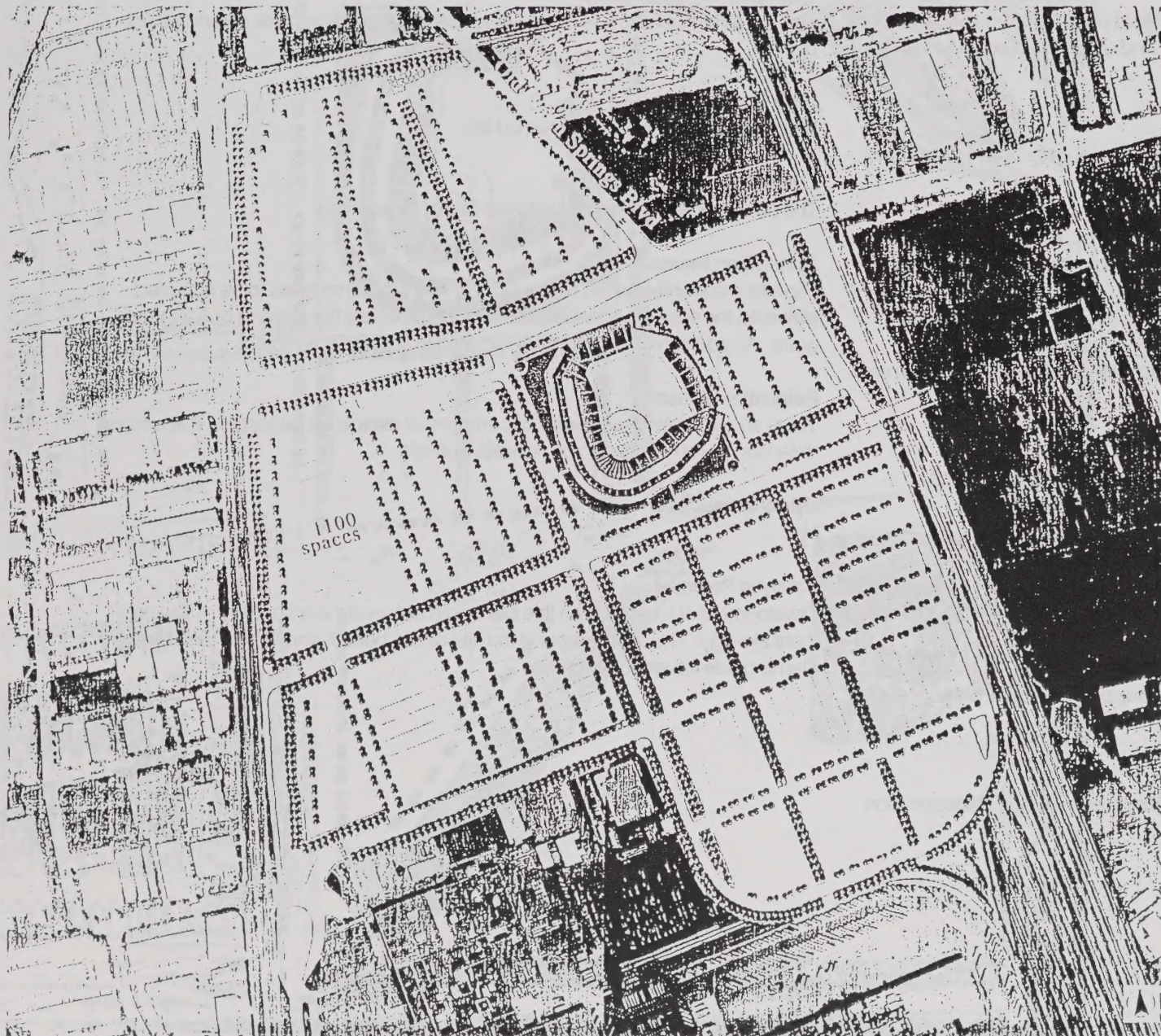
There is no existing business relocation required on-site. Depending on the strategy used to acquire adjacent parcels to accommodate the project, relocation of existing businesses may be required.

Opportunity Costs

N/A

Catalytic Potential

Development of a ballpark on this site would not create any short-term development synergy. The district around the site would benefit from a long-term Master Plan to guide future development.



ADVANTAGES

- Location in relation to potential fan base
- Adjacent to future BART Station
- Regional highway access
- Views to the hills

DISADVANTAGES

- Proximity to residential neighborhood
- Site size is inadequate
- Railroad barrier to the west

KEY ISSUES

- Acquisition of additional property
- 42 acres north of Grimmer Road

PLEASANTON PLAN

Site Boundaries and Configuration

The Pleasanton site exists as a rectangular greenfield parcel, bounded by Interstate 580 to the north, residential property to the west and south, and vacant land to the east.

Site Dimensions and Size

The site is comprised of approximately 41 acres, and is roughly 1440 feet by 2240 feet in dimension.

Ownership of Site and Surrounding Parcels

The site is owned by Alameda County. The County also owns contiguous property to the east.

Current Use

The site is currently vacant, and has a retention/detention pond located on the eastern boundary.

Historic Properties

We are not aware of any historic properties on or directly adjacent to the site.

Access to Transit

There is no BART line in the vicinity of the site. Route bus lines may be extended to serve the property.

Auto Access

There will be access to I-580 along a planned roadway extension south of the site. The local roadway system appears inadequate to support a ballpark and necessary improvements may prove difficult to achieve.

Availability of Public Parking

There is no available public parking within 5/8 mile of the site. See Transportation Report.

Linkages/Complimentary Uses

The site does not have linkages to any hotel, retail, restaurant, or entertainment uses.

View Corridors

There are distant views to the North Hills

Overlay Regulatory Agencies

The site is under the jurisdiction of the City of Pleasanton.

Acquisition Issues

The site is currently owned by the County and would not need to be acquired. However, the site area is inadequate to accommodate the site and building program. An additional 160 acres are required to support the project.

Relocation Issues

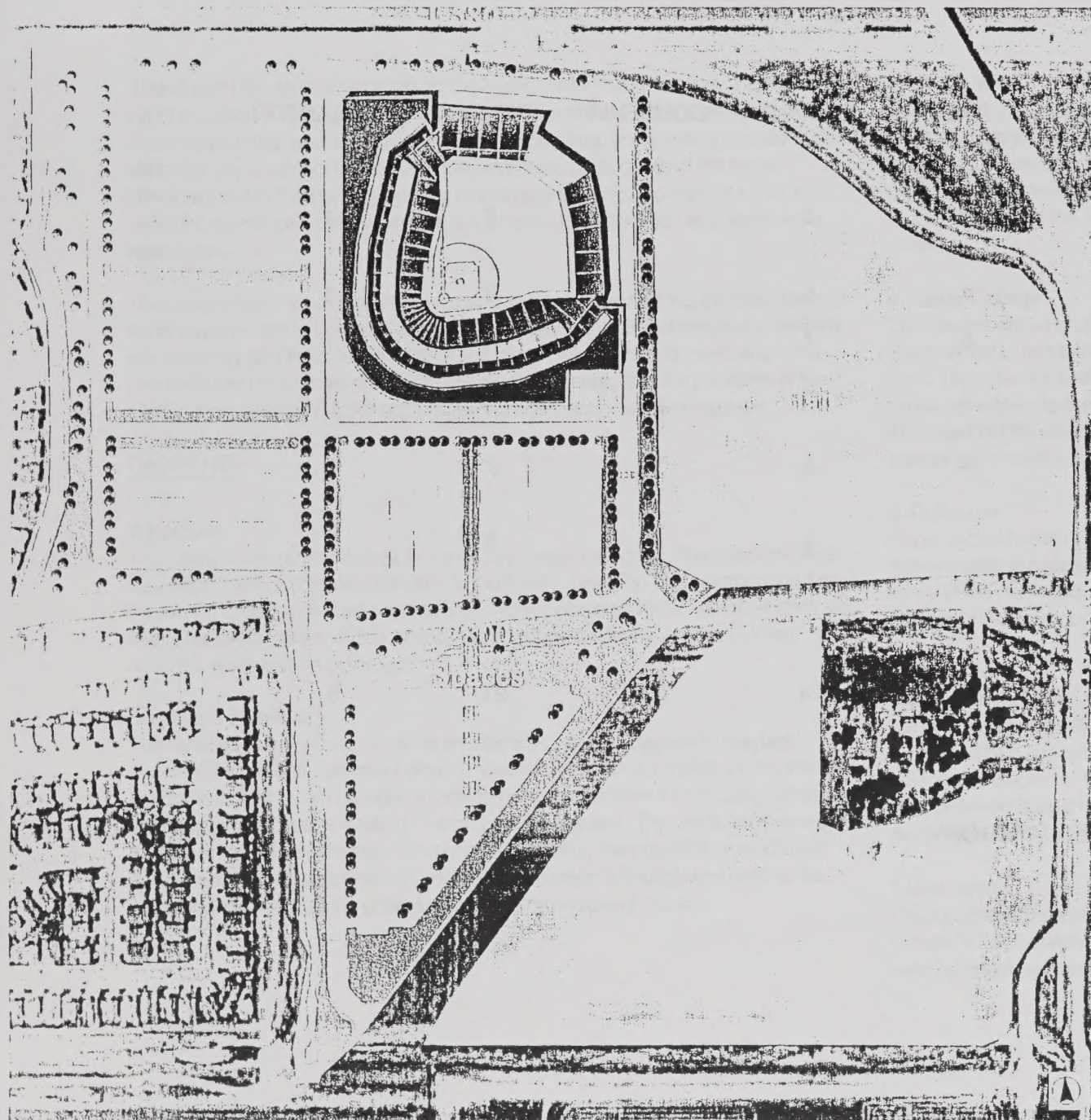
There are no existing residential or commercial uses to be relocated. The existing detention pond will need to be relocated off-site.

Opportunity Costs

N/A

Catalytic Potential

Development of a ballpark on this site would not create any short-term development synergy. The district around the site would benefit from a long term Master Plan to guide future development.



ADVANTAGES

County owns a portion of the property
View of the hills

DISADVANTAGES

Proximity to contiguous residential
neighborhood
Transit is unavailable
Site size is inadequate
Significant utility extensions required

KEY ISSUES

Acquisition of additional property
160 acres +/- to the east
Cost of utility extensions

SITE SELECTION CRITERIA

urban design

	UPTOWN	HOWARD TERMINAL	LANEY COLLEGE	OAK/9th	COLISEUM	FREMONT	PLEASANTON
ADJACENT LAND USE/ COMPATIBILITY	7	6	3	2	6	6	1
IMAGE/VISIBILITY	7	7	4	5	3	3	3
FAN EXPERIENCE	7	6	5	4	4	4	1
PROXIMITY TO RELATED ACTIVITIES	7	7	5	5	3	3	1
ENHANCE EXISTING BUSINESSES	7	7	4	4	2	2	1
POTENTIAL FOR REDEVELOPMENT & NEW DEVELOPMENT	7	7	2	4	4	3	1
TOTAL	42	40	23	24	22	21	8

UPTOWN IS THE HIGHEST RATED SITE IN THIS CATEGORY.

The Urban Design criteria consider the appropriateness and value of a civic building in a variety of settings. Recent ballpark projects have demonstrated that a direct relationship exists between the ballpark setting, economic and cultural benefit to the city, quality of fan experience, and financial success of the team. Whether sited in the heart of the city, or in a growing edge community, the business of baseball prospers when the fan is rewarded with a rich and worthwhile experience.

The design team considered the following factors when ranking the sites: the relationship of the site to compatible uses, the ballpark's potential image and visibility, site proximity and linkages to related activities including hotels, retail, and entertainment, the potential to enhance existing businesses, and the selection of the site location as a catalyst for both redevelopment and new development.

RANKING

7. Uptown

The Uptown site ranks highest in the urban design category. The site provides a rare opportunity to create a ballpark in the heart of the city. Development on this site would create a dramatic national and regional image within the downtown skyline. This site is near a variety of entertainment destinations, and would help catalyze the revitalization of the Uptown District.

6. Howard Terminal

The Howard Terminal site provides a waterfront setting adjacent to the Jack London Square entertainment district. Waterfront settings provide a compelling design opportunity and image. If located here, the ballpark would complement the entertainment uses located at Jack London Square. The site is large enough to support additional development on-site, including the potential for additional commercial space, or a hotel and convention center. Adjacent land uses to the west must be relocated in order to maximize the image of this site.

5. Oak to 9th

Oak to 9th (east) ranks fifth on the strength of its waterfront setting. The site has frontage on both the highway and estuary, and is compatible with the adjacent land uses. There are no related uses within walking distance, and the influence on existing businesses would be minimal. The east site does have potential for redevelopment of the Terminal Transit Shed, and new commercial development on-site.

4. Laney College

This site provides an opportunity to share parking resources with Laney College. Sited on the Lake Merritt slough, this site presents a positive image for the ballpark. Because the ballpark must be constructed entirely above grade, there may be issues related to the scale of the ballpark and adjacent collegiate buildings. The heart of Chinatown is eight blocks to the west, and may benefit from a ballpark in this location.

3. Coliseum

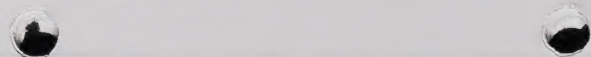
Currently the home of the A's, this site affords a familiar travel and fan experience. A new baseball only facility on this site would improve the image and provide views to the north hills. The site is not located close to related entertainment uses; however, the Metroport development is planned in the area.

2. Fremont

Located in Alameda County, the General Motors property in Fremont presents an opportunity to acquire a large parcel of land under single ownership. The character of this site is industrial in nature, and has views to the north hills. The site is not adjacent to single-family residential development, minimizing the inherent conflicts between ballparks and this land use. There are no entertainment uses proximate to the site.

1. Pleasanton

This location is the only "Greenfield" site to be analyzed. Owned by the County, this site is immediately adjacent to single-family housing. There are no related entertainment uses or businesses in the vicinity of the site.



1. The first section of the report discusses the current state of the urban environment. It highlights the challenges faced by cities, such as population growth, pollution, and resource scarcity. The report also identifies the key stakeholders involved in urban planning and development.

2. The second section of the report focuses on the role of the government in urban development. It examines the various policies and programs implemented by local, state, and federal governments to address urban issues. The report also discusses the impact of these policies on the urban environment.

3. The third section of the report discusses the role of the private sector in urban development. It examines the various ways in which private companies and organizations contribute to the growth and development of cities. The report also discusses the challenges faced by the private sector in urban development.

4. The fourth section of the report discusses the role of the community in urban development. It examines the various ways in which citizens and community organizations contribute to the growth and development of cities. The report also discusses the challenges faced by the community in urban development.

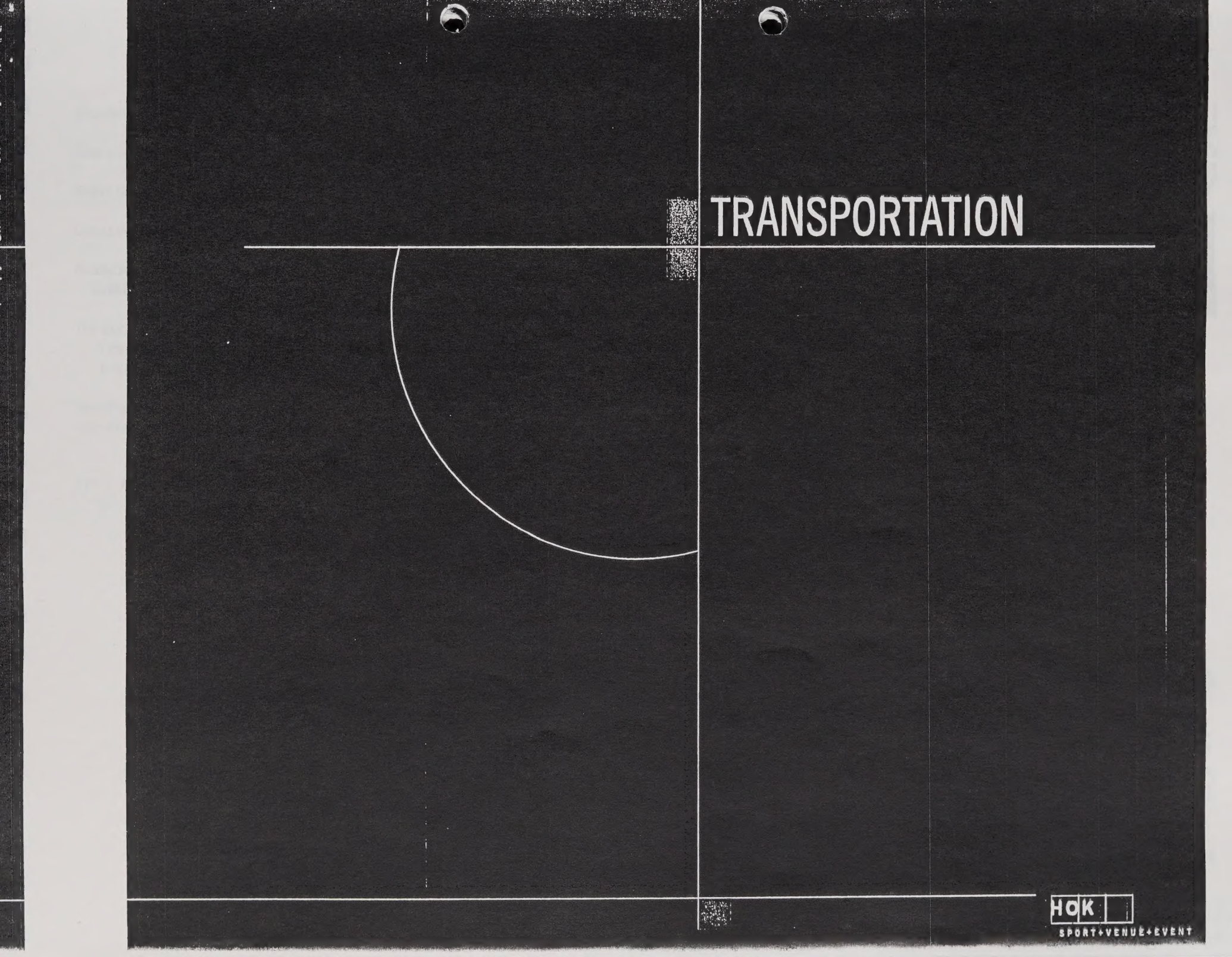
5. The fifth section of the report discusses the role of the academic community in urban development. It examines the various ways in which researchers and scholars contribute to the understanding of urban issues. The report also discusses the challenges faced by the academic community in urban development.

6. The sixth section of the report discusses the role of the media in urban development. It examines the various ways in which the media contributes to the understanding of urban issues. The report also discusses the challenges faced by the media in urban development.

7. The seventh section of the report discusses the role of the non-profit sector in urban development. It examines the various ways in which non-profit organizations contribute to the growth and development of cities. The report also discusses the challenges faced by the non-profit sector in urban development.

8. The eighth section of the report discusses the role of the international community in urban development. It examines the various ways in which international organizations and countries contribute to the growth and development of cities. The report also discusses the challenges faced by the international community in urban development.

9. The ninth section of the report discusses the role of the future in urban development. It examines the various ways in which the future of cities will be shaped by the actions of the various stakeholders. The report also discusses the challenges faced by the future in urban development.

An abstract graphic design on a black background. A horizontal white line and a vertical white line intersect. A white semi-circle is positioned on the left side of the horizontal line, with its flat edge touching the line. The word "TRANSPORTATION" is written in white, uppercase, sans-serif font, positioned to the right of the vertical line and above the horizontal line.

TRANSPORTATION

1944-1945

Excellent vehicular access

Best parking availability within 5/8 mile

BART adjacent to site

Good pedestrian access

Available Parking within 15 minutes
walking: 14,090 spaces

Transportation Improvements

- Upgrade city traffic signal system
- Install variable message signs

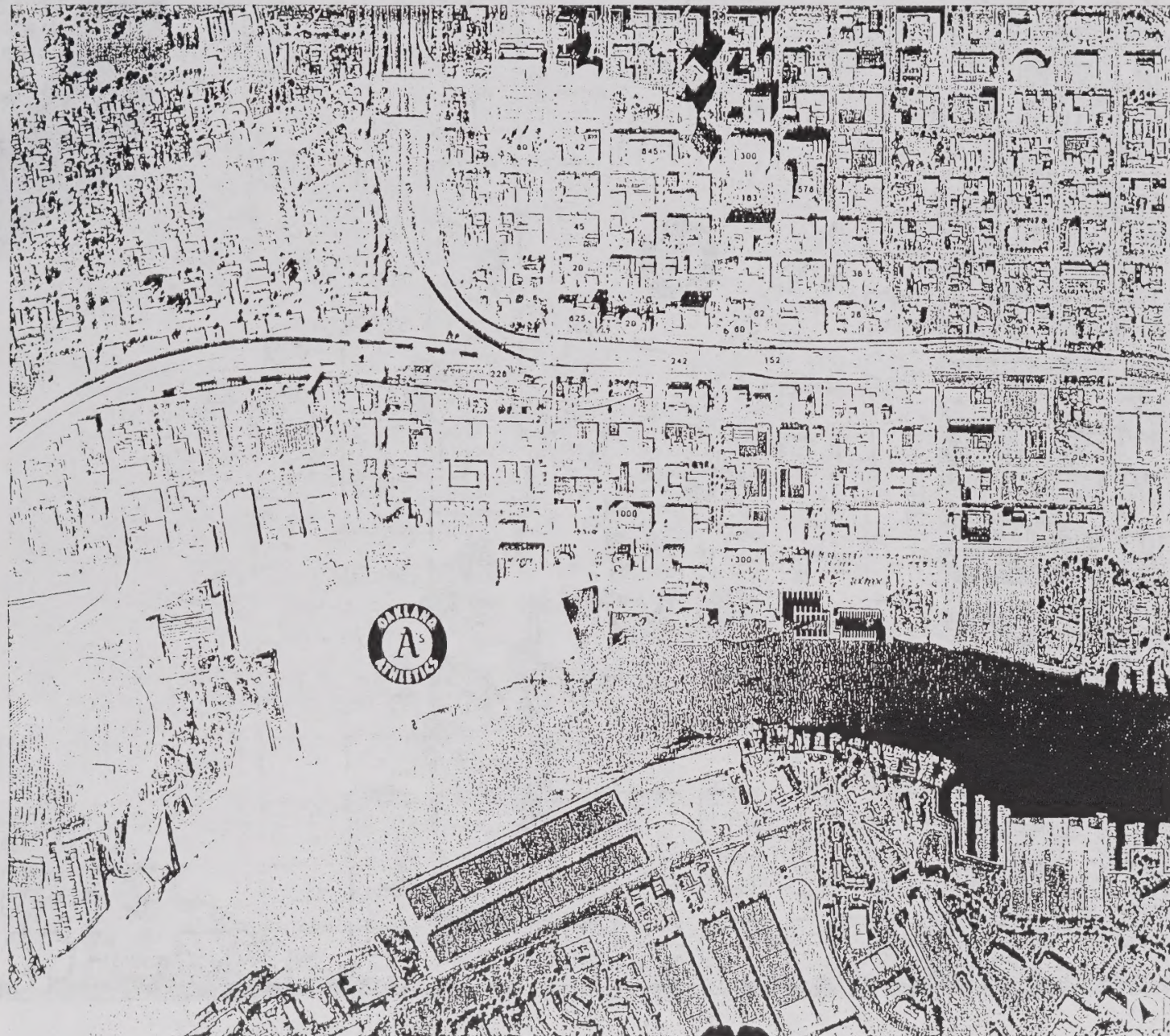
New Parking Require- Lease from
future city garage

(00) existing parking locations



HOWARD TERMINAL PLAN

traffic improvements



Requires significant vehicular access improvements

Existing parking availability is inadequate

Proximity to BART is remote

Pedestrian access is adequate

Available Parking within 15 minutes walking: 5,435 spaces

Transportation Improvements

- Extend Brush Street
- Widen I-880 Ramps

New Parking Required

- On-site: 850 surface
- 1,900 structured
- Off-site: 6,700 structured

00 existing parking locations

Requires vehicular access improvements

Existing parking availability is inadequate

Proximity to BART is adequate

Pedestrian access is fair

Available Parking within 15 minutes walking: 3,170 spaces

Transportation Improvements

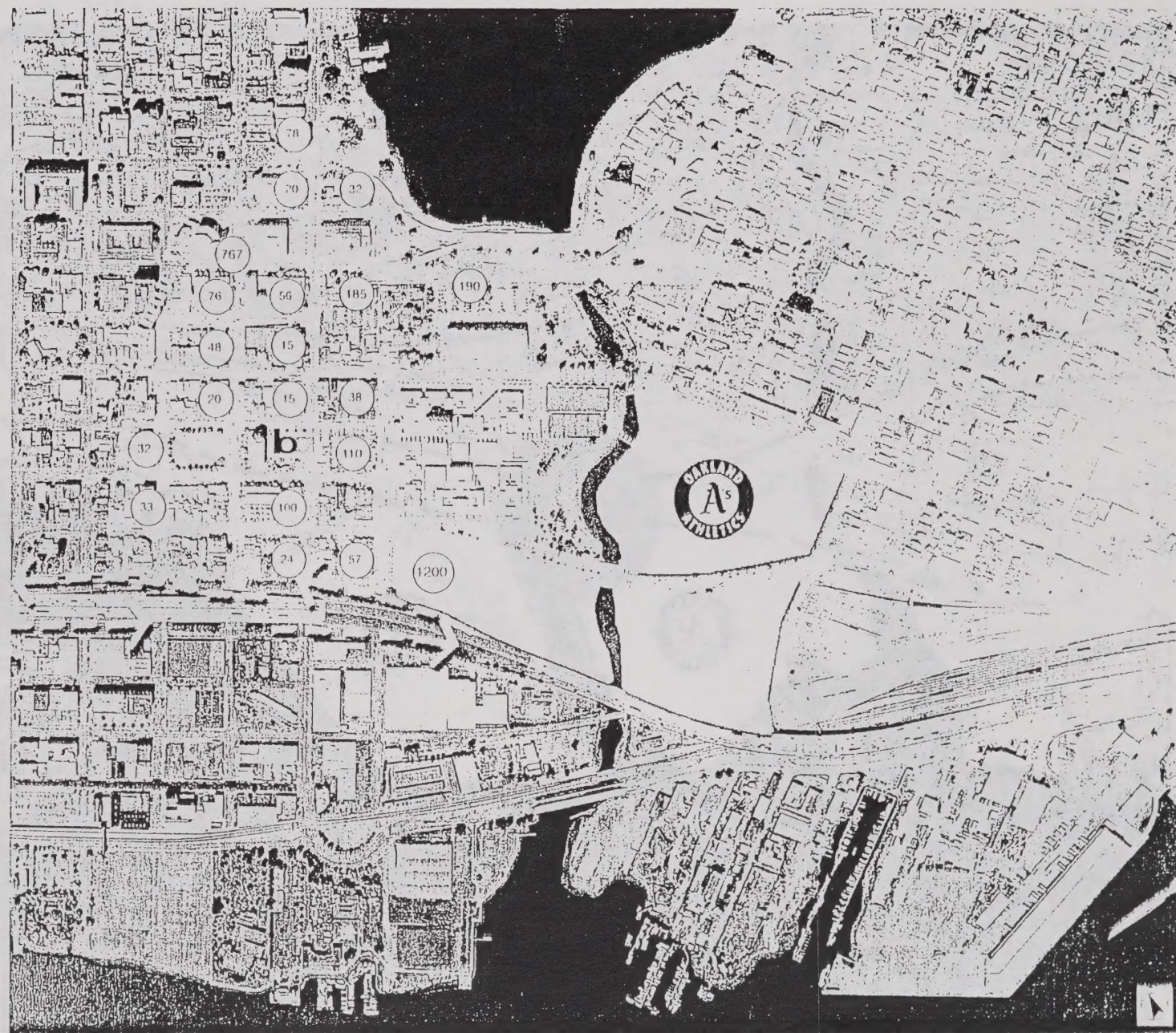
- Widen I-880 Ramps

New Parking Required

- On-site: 2,450 structured

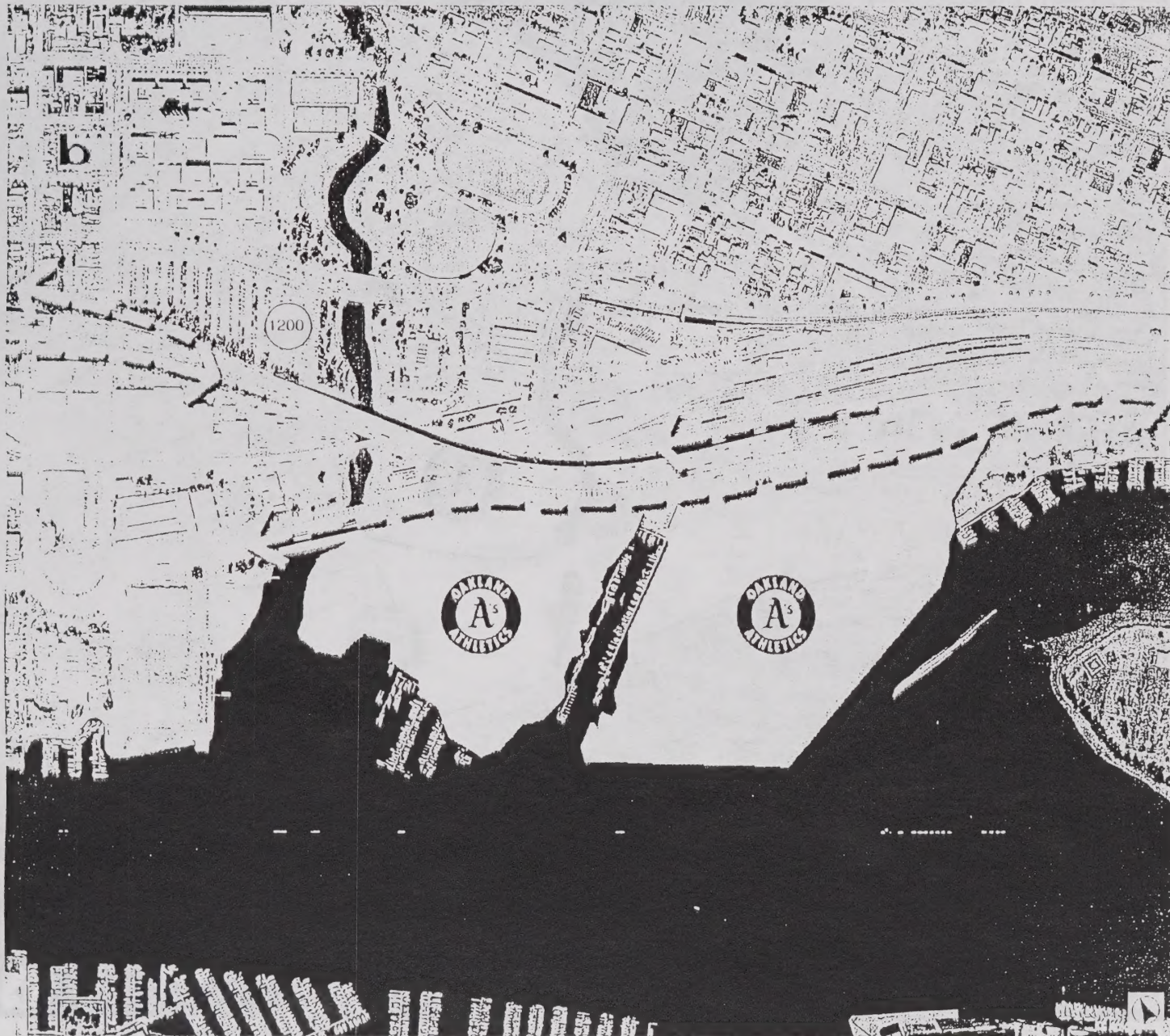
- Off-site: 8,550 structured

00 existing parking locations



OAK TO 9TH PLAN

traffic improvements



Lowest ranking for vehicular access

Existing parking availability is inadequate

Proximity to BART is remote

Lowest ranking for pedestrian access

Available Parking with 15 minutes

walking: 2,425 spaces

Transportation Improvements

· Widen Embarcadero to 5 Lanes

· Widen I-880 Ramps

New Parking Required

On-site: 160 surface

3,150 structured

Off-site: 10,415 structured

00 existing parking locations

Excellent vehicular access

Good existing parking availability

BART station adjacent to site

Good pedestrian access from parking
and transit

Available Parking with 15 minutes
walking: 11,050

Transportation Improvements

- Widen I-880 Ramps
- Install variable message signs

New Parking Required

On-site: 3,600 structured

(00) existing parking locations



FREMONT PLAN

traffic improvements



Excellent vehicular access

Land acquisition required to
accommodate on-site parking

Future funded BART station
adjacent to site

Good pedestrian access from parking
and transit

Parking within 15 minutes walking:
0 spaces

Transportation Improvements

- Widen local roadway system from
interstate for interchanges to the site
- Variable message signs

New Parking Required

On-site: 11,000 surface

Off-site: Shared with BART 2,000

00 existing parking locations

Fair vehicular access

Land acquisition required to
accommodate on-site parking

Lowest ranking for transit – BART
unavailable

Good pedestrian access from parking

Parking within 15 minutes walking:
0 spaces

Transportation Improvements

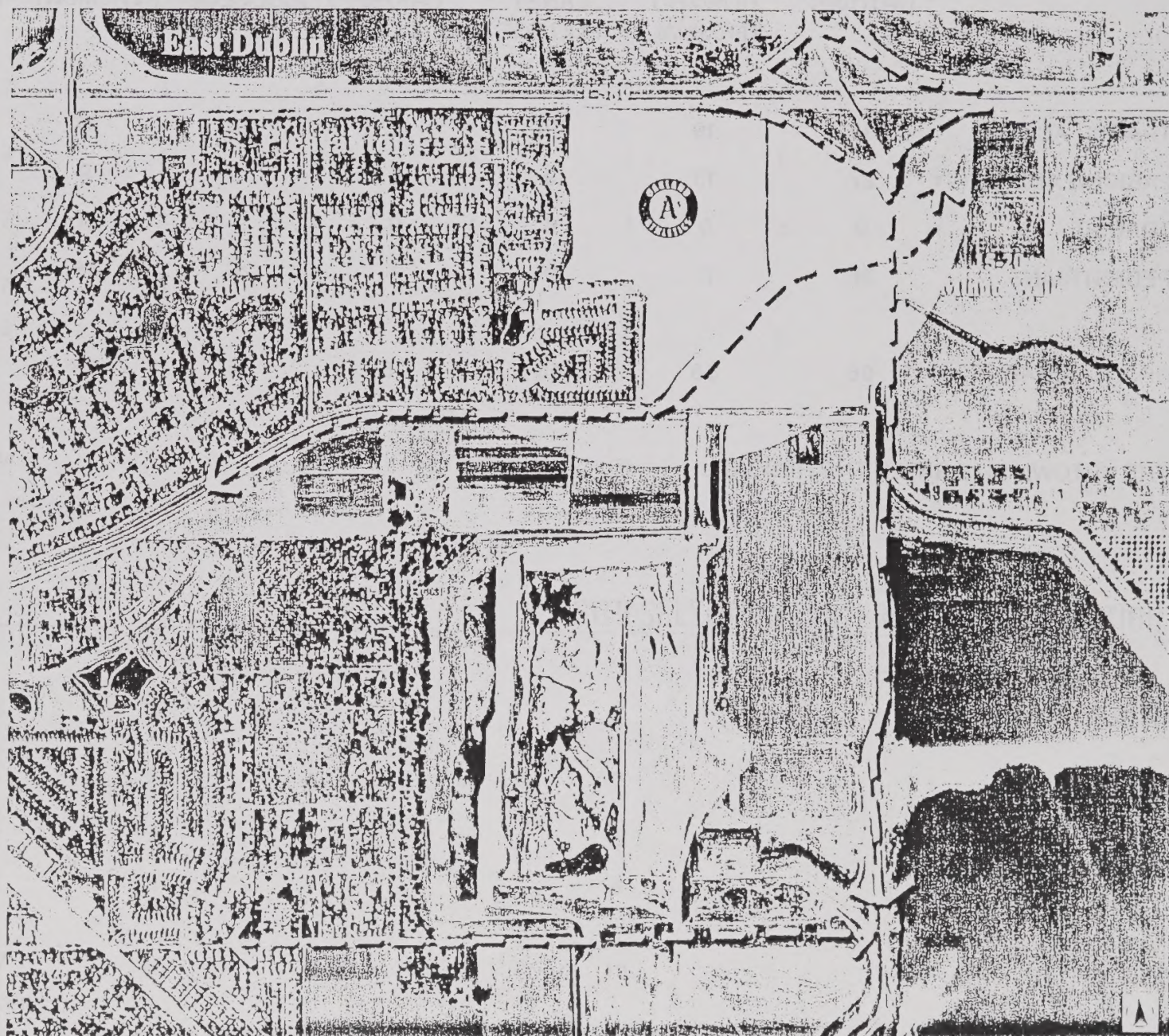
- Reconstruct I-590 interchange
- New roadway network adjacent to
site providing connections to inter-
state system
- Variable message signs

New Parking Required

On-site: 2,800 spaces

Off-site: Acquire 160 acres to
accommodate
additional surface
parking

(00) existing parking locations



SITE SELECTION CRITERIA: TRANSPORTATION

overall totals

	UPTOWN	HOWARD TERMINAL	LANEY COLLEGE	OAK/9th	COLISEUM	FREMONT	PLEASANTON
TRAFFIC ACCESS	34	19	15	6	35	27	12
PARKING ADEQUACY	27	13	9	6	19	9	9
TRANSIT	9	9	6	9	9	9	2
PEDESTRIANS	26	17	13	4	26	18	12
GRAND TOTAL	96	58	43	25	89	63	35

THE UPTOWN SITE RATES THE HIGHEST.

SITE SELECTION CRITERIA: TRANSPORTATION

traffic access

	UPTOWN	HOWARD TERMINAL	LANEY COLLEGE	OAK/9th	COLISEUM	FREMONT	PLEASANTON
REGIONAL ACCESS DIRECTIONAL OPTIONS	7	4	2	1	7	7	3
HIGHWAY RAMP ACCESS/ CAPACITY	7	4	3	1	7	5	3
LOCAL STREET ACCESS/ CAPACITY	7	5	4	1	7	4	1
1 HOUR EXIT TIME	7	4	3	2	7	5	1
TRANSPORTATION IMPROVEMENTS BASED ON COSTS	6	2	3	1	7	6	4
GRAND TOTAL	34	19	15	6	35	27	12

THE COLISEUM SITE RATED THE HIGHEST.

SITE SELECTION CRITERIA: TRANSPORTATION

parking adequacy

	UPTOWN	HOWARD TERMINAL	LANEY COLLEGE	OAK/9th	COLISEUM	FREMONT	PLEASANTON
PUBLIC PARKING ADEQUACY	6	5	1	1	7	1	1
OFF-SITE PRIVATE LOT PARKING	7	3	3	3	7	1	1
ON-STREET PARKING	7	4	4	1	1	1	1
OFF-SITE OPTIONS	7	1	1	1	4	6	6
GRAND TOTAL	27	13	9	6	19	9	9

THE UPTOWN SITE RATED THE HIGHEST.

SITE SELECTION CRITERIA: TRANSPORTATION

transit

	UPTOWN	HOWARD TERMINAL	LANEY COLLEGE	OAK/9th	COLISEUM	FREMONT	PLEASANTON
TRANSIT LOCATION	7	2	4	2	7	7	1
ALTERNATIVE MODES TO BART	2	7	2	7	2	2	1
GRAND TOTAL	9	9	6	9	9	9	2

UPTOWN, HOWARD TERMINAL, OAK/9TH, COLISEUM, FREMONT RANKED THE HIGHEST.

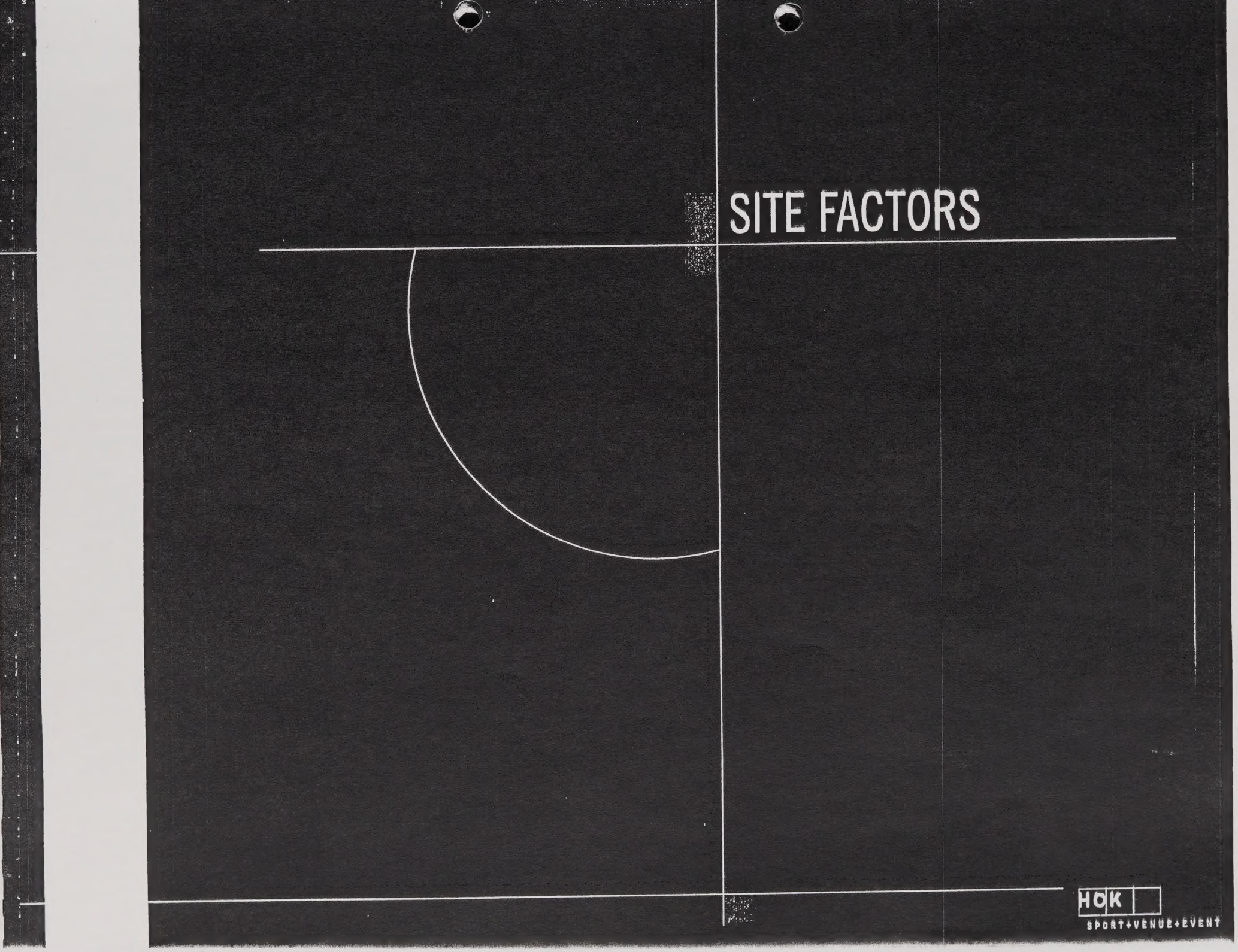
SITE SELECTION CRITERIA: TRANSPORTATION

pedestrians

PROXIMITY TO PARKING	6	3	2	1	7	4	4
PEDESTRIAN EXPERIENCE TO PARKING	7	6	3	1	5	3	3
PEDESTRIAN EXPERIENCE TO TRANSIT	7	3	4	1	7	7	1
PEDESTRIAN PERCEPTION OF SAFETY	2	3	4	1	7	6	5
GRAND TOTAL	22	15	13	4	26	20	13

THE COLISEUM RANKED THE HIGHEST.

SITE FACTORS



SITE SELECTION CRITERIA: SITE FACTORS

	UPTOWN	HOWARD TERMINAL	LANEY COLLEGE	OAK/9th	COLISEUM	FREMONT	PLEASANTON
SITE SIZE	3	7	4	6	5	1	1
SITE CONFIGURATION	7	6	2	1	3	6	6
FIELD ORIENTATION OPTIONS/VIEWS	7	5	4	6	3	3	3
TOPOGRAPHY (FIELD (FIELD BELOW STREET)	7	1	1	1	1	5	5
HYDROLOGY AND WATER TABLE	7	1	1	1	5	6	3
UTILITIES - adequacy/ relocation/improvements	6	4	5	4	7	4	1
DEMOLITION (required)	4	1	3	1	5	7	7
HISTORIC STRUCTURES	3	3	7	3	7	7	7
ENVIRONMENTAL ISSUES REMEDICATION	5	1	4	1	3	6	7
ZONING/REGULATORY FACTORS	5	1	3	1	5	7	4
GRAND TOTAL	54	30	34	25	44	52	44

UPTOWN SITE RANKS HIGHEST IN THIS CATEGORY.

SITE FACTORS

cost comparison

THE CLARK CONSTRUCTION GROUP, INC.

December 12, 2001

COST	Uptown	Howard Terminal	Oak to 9th - East	Oak to 9th - West	Laney College	Coliseum	Fremont	Pleasanton
Traffic Protection/Maintenance of Traffic	\$1,500,000	\$2,000,000	\$1,000,000	\$1,000,000	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000
Demolition of Existing Structures	\$400,000	\$5,000,000	\$2,500,000	\$5,000,000	\$1,000,000	\$50,000		
Site Clearing	\$50,000	\$150,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$200,000
Mass Excavation	\$4,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$4,000,000	\$500,000
Removal of Underground Obstructions	\$250,000	\$150,000	\$100,000	\$100,000	\$200,000	\$50,000	\$0	\$0
Hazardous Material Removal	\$200,000	\$200,000	\$150,000	\$150,000	\$150,000	\$50,000	\$0	\$0
Contaminated Soil and Water Removal/Remediation	\$250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$250,000	\$0	\$0
Dewatering	\$250,000	\$250,000	\$250,000	\$250,000	\$400,000	\$400,000	\$250,000	\$400,000
Spoil Removal		\$500,000	\$500,000	\$500,000	\$400,000	\$250,000	\$250,000	\$250,000
Site Finishes - Hardscape \$20/sf	\$2,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$2,500,000	\$2,500,000	\$3,000,000	\$3,000,000
Site Finishes - Softscape	\$500,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$3,000,000	\$3,000,000
Site Parking Lot Paving - See Parsons Brinkerhoff Study								
Utility Relocation		\$1,500,000	\$1,000,000	\$1,000,000	\$2,500,000			
Utility Upgrades/Expansion	\$1,000,000	\$1,000,000		\$500,000	\$500,000		\$2,500,000	\$5,000,000
Support of Excavation	\$2,000,000		\$50,000					
Facade Bracing	\$100,000		\$75,000					
Underpinning	\$100,000		\$25,000					
Deep Foundations		\$6,000,000	\$6,000,000	\$6,000,000	\$5,000,000	\$3,600,000	\$3,600,000	\$3,600,000
Shallow Foundations	(\$500,000)							
Sea Wall Repair		\$3,000,000	\$1,500,000	\$3,000,000				
Seismic Upgrade of Existing Structures			\$7,500,000					
Pier Repair		\$1,500,000	\$2,000,000	\$150,000				
Building Renovation Costs			\$5,000,000					
New Above Grade Parking Structure - See PB Study								
Budget Scope Shifts	(\$1,000,000)						(\$1,000,000)	
BART Tunnel Obstruction	\$0				\$7,500,000			
Service Level - Above Grade		X	X	X	X	X		X
Service Level - Below Grade	X						X	
Fire Length		140'	140'	140'	125'	100'	100'	100'
TOTAL	\$11,100,000	\$27,250,000	\$33,750,000	\$23,750,000	\$24,750,000	\$10,750,000	\$16,700,000	\$16,950,000

COST

T200

	UPTOWN	HOWARD TERMINAL	LANEY COLLEGE	OAK/9th	COLISEUM	FREMONT	PLEASANTON
LAND ACQUISITION	6	4	5	3	7	1	2
BUSINESS/FACILITY RELOCATION	7	1	1	3	5	7	7
TRAFFIC/TRANSIT	7	3	2	1	5	6	4
PARKING	7	4	3	2	5	6	1
SITE DEVELOPMENT (ON SITE)	6	2	3	1	7	5	4
TOTAL	33	14	14	10	29	25	18

THE UPTOWN SITE RANKED HIGHEST IN THIS CATEGORY.

LAND ACQUISITION COSTS PROVIDED BY THE CITY OAKLAND AND ALAMEDA COUNTY.

	UPTOWN	HOWARD TERMINAL	OAK TO 9TH	LANEY COLLEGE	COLISEUM	FREMONT	PLEASANTON
BALL PARK COST as provided by Clark	\$340,000,000	\$340,000,000	\$340,000,000	\$340,000,000	\$340,000,000	\$340,000,000	\$340,000,000
SITE FACTOR as provided by Clark	\$11,100,000	\$27,250,000	\$23,750,000 \$33,750,000	\$24,750,000	\$10,759,000	\$16,700,000	\$16,950,000
TRAFFIC IMPROVEMENTS as provided by Parsons Brinkerhoff	\$4,000,000	\$38,000,000	\$40,000,000	\$33,000,000	\$6,000,000	\$6,000,000	\$18,000,000
PARKING as provided by Parsons Brinkerhoff	—	\$75,100,000	\$116,900,000	\$132,000,000	\$43,200,000	\$32,000,000	\$156,000,000
ACQUISITION/ BUSINESS RELOCATION as provided by City and County Officials	\$30,000,000	\$37,000,000	\$25,000,000 \$35,000,000	\$76,000,000		\$70,200,000	
GRAND TOTAL	\$385,100,000	\$517,350,000	\$545,650,000 \$565,650,000	\$605,750,000	\$399,959,000	\$464,900,000	\$530,950,000

Notes: 1. Does not include financing and/or legal costs.

2. Ballpark costs were developed by Clark Construction Co. for a prototype 1,150,000 sq. ft., 42,000-seat ballpark built in Alameda County, California for a 2006 Opening.

3. We required 2 development options for 9th to Oak, East and West and their collective scores are represented in each matrix.

TIMING



ENDING

NOT

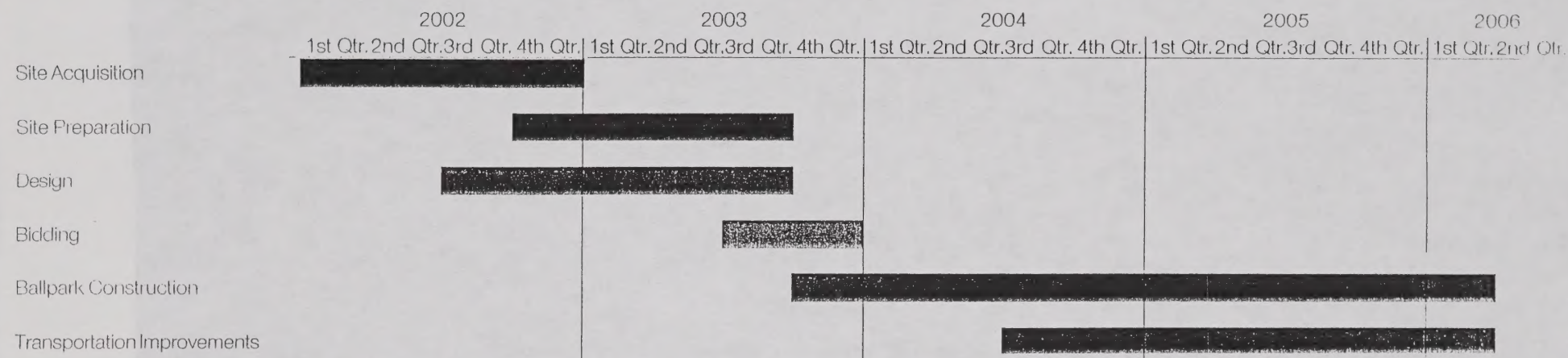
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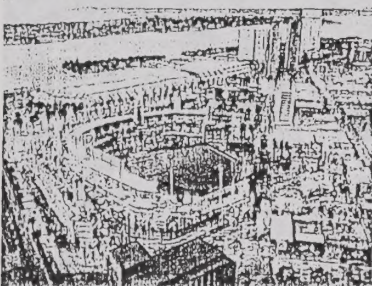
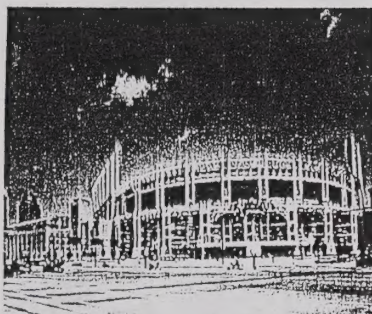
	UPTOWN	HOWARD TERMINAL	LANEY COLLEGE	OAK/9th	COLISEUM	FREMONT	PLEASANTON
ABILITY TO MEET SCHEDULE	7	7	1	7	7	7	7



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APPENDIX

APPENDIX



Ballpark Program

- Single Purpose-Baseball
- 42,000 Seats
- 60 Private Suites
- 10 Party Suites
- 4,000 Club Seats on 2 Club Levels
- 3,000 General Admission Seats
- 40,000 sq. ft. Administrative Office
- 2 Restaurants
- 100 Car Parking Area for Players and Administrative Staff – on site
- 12,000 sq. ft. Retail
- 200 Seat Picnic Area
- 5,000 sq. ft. Family Entertainment Center
- 10,000 sq. ft. Conference Center
- 1.15 Million sq. ft. Building

Alameda County Requirements

URBAN SITES

- Site Area Requirement: Desirable: 15 acres

Minimum: 12.5 acres

- Site configuration allows acceptable building configuration and field orientation.
- Ability to accommodate 100 parking spaces for players/administration on-site.
- Ability to build or lease 800 contiguous parking spaces for premium customers adjacent to ballpark.
- Proximity to adequate parking and transit within 5/8 mile.
- Ability to accommodate service functions and television truck parking on-site.

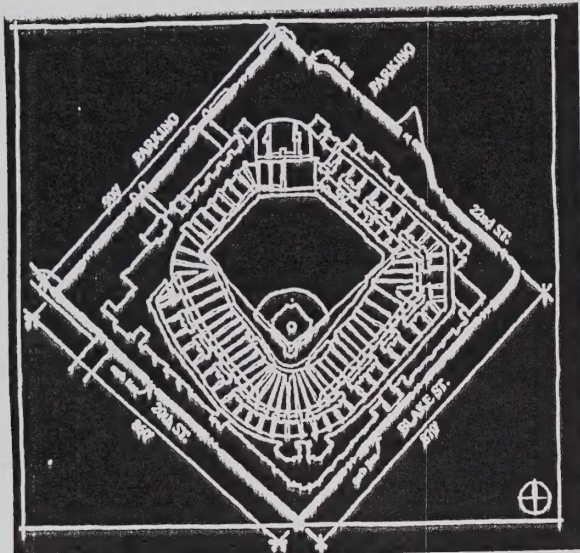
SUBURBAN SITES

- Site Area Requirement: Desirable: 200-210 acres without BART
175-185 acres with BART

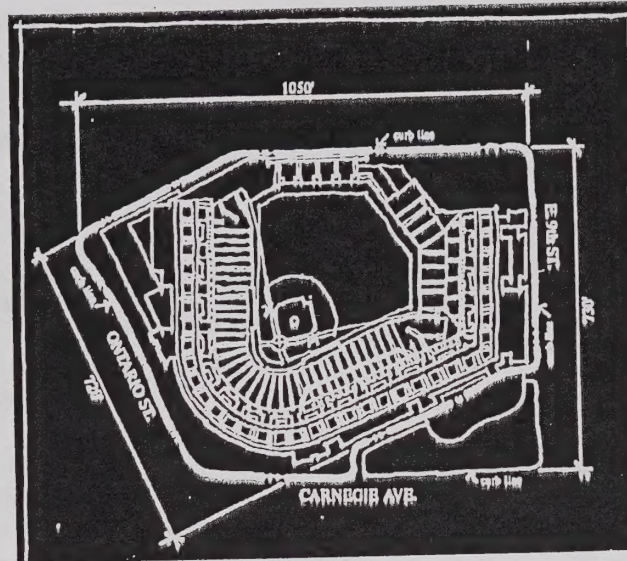
Minimum: 104 acres (Coliseum Site) with
60 to 70 acres of adjacent
dedicated surface parking
and BART.
135 acres with 60 to 70 acres
of adjacent off-site parking
without BART.

APPENDIX

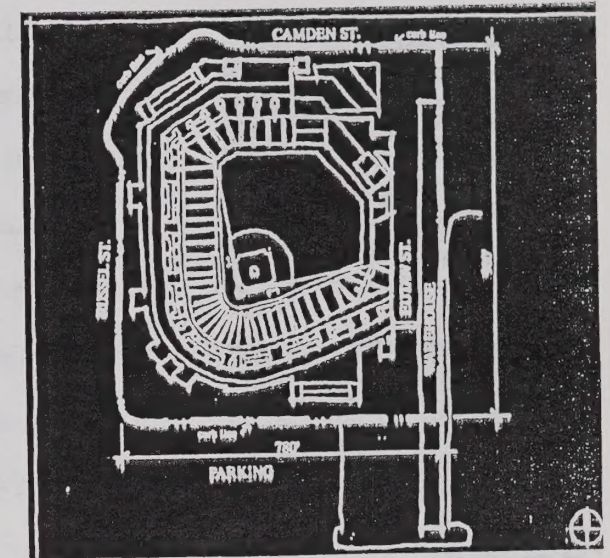
site comparisons



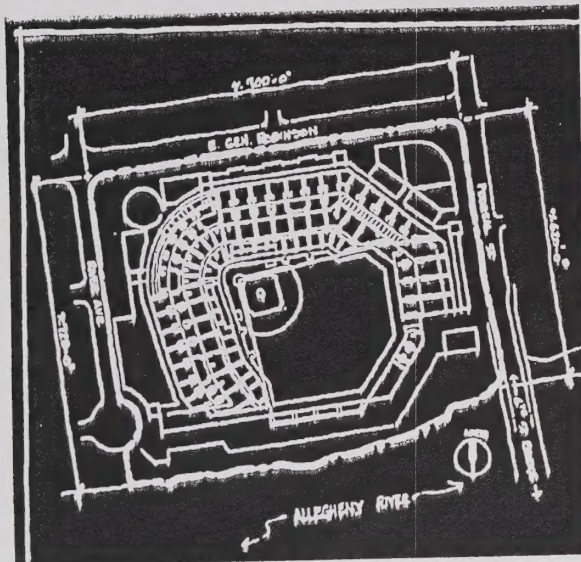
Coors Field 17.65 ac.



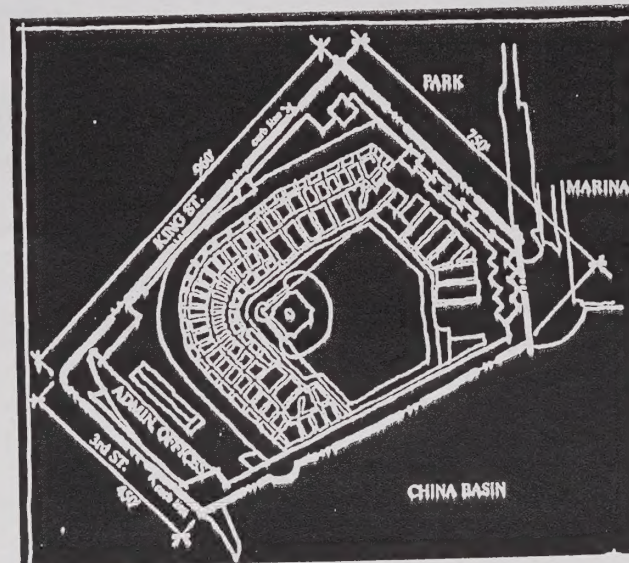
Jacobs Field 13.70 ac.



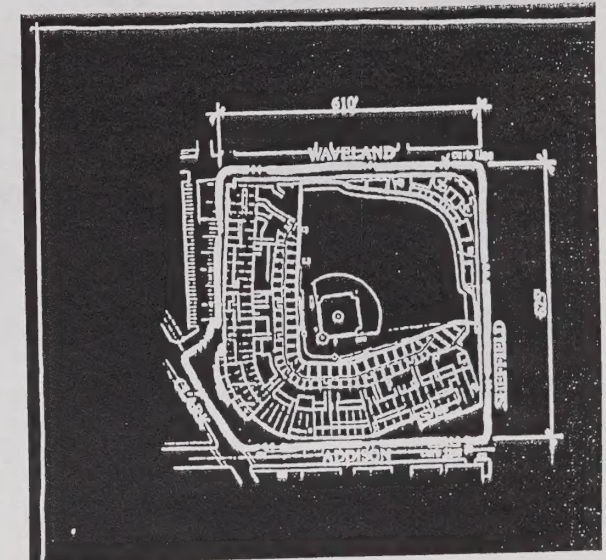
Oriole Park 15.90 ac.



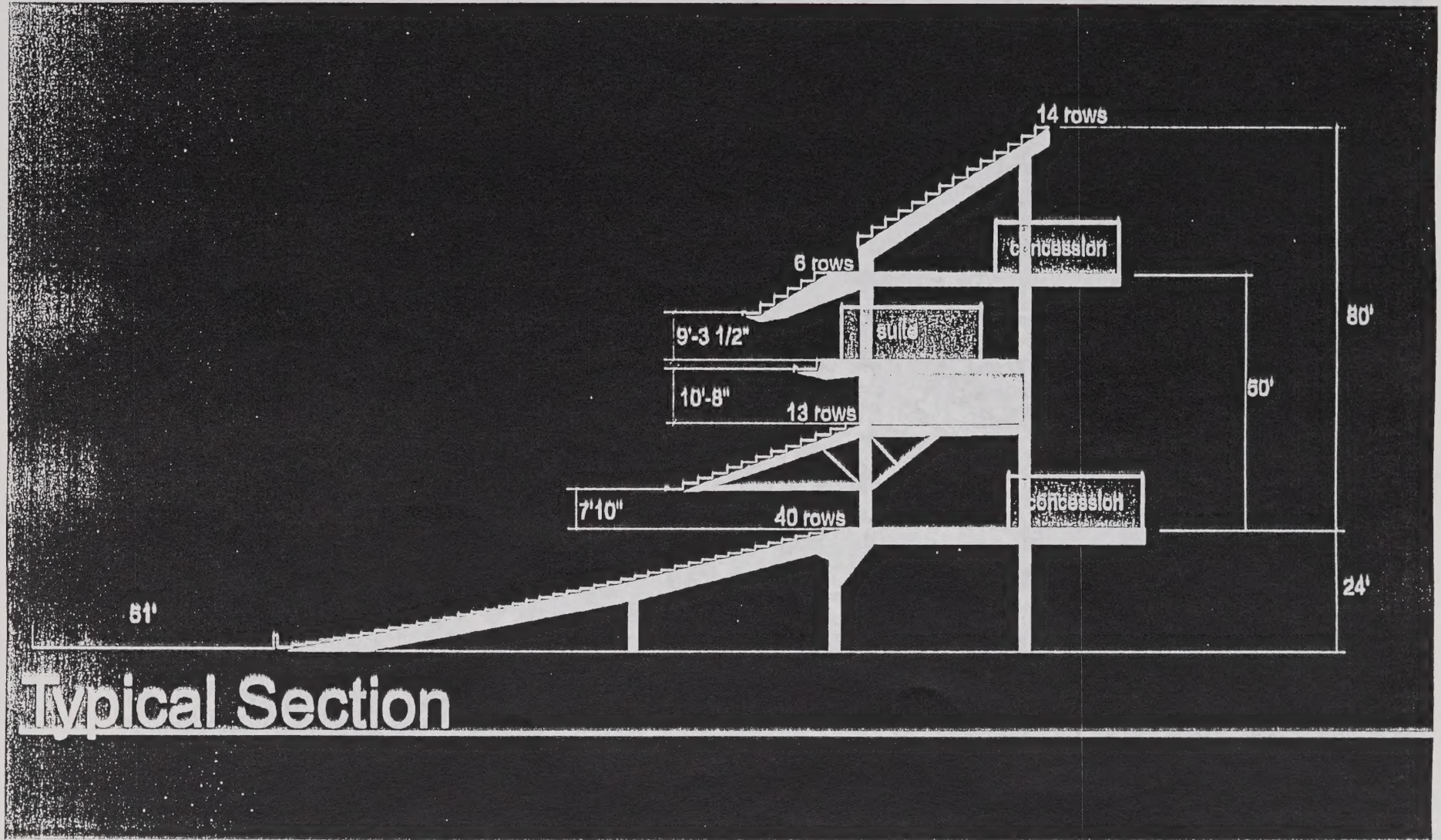
PNC Park 15.33 ac.



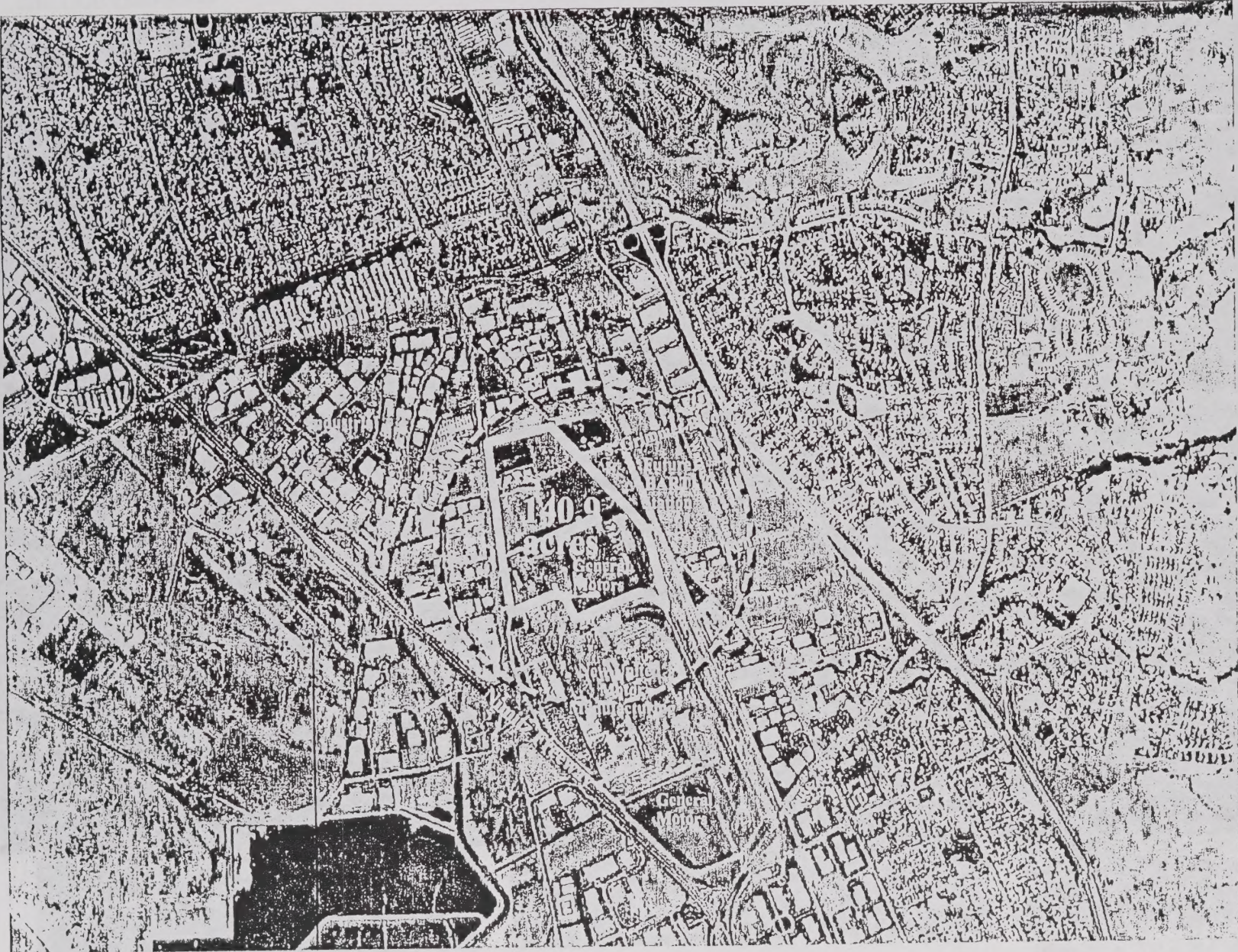
Pac Bell 13.26 ac.



Wrigley Field 8.80 ac.



FREMONT







OVERVIEW

HOK Sport (HOK) has been retained by the City of Oakland to evaluate several sites for a new baseball park for the Oakland Athletics, professional baseball team. As part of the evaluation team, Parsons Brinckerhoff Inc. (PB) will evaluate transportation issues relative to traffic, parking, transit, and pedestrian issues. The 7 sites currently being considered are:

1. Uptown Site. Generally bounded by 20th Street, San Pablo Avenue, 18th Street, and Telegraph Road.
2. Howard Terminal. Bounded by Embarcadero, the Bay, Linden Street, and Jefferson Street.
3. Laney College. Lake Merritt Channel, 5th Avenue, 10th Street, and 7th Street.
4. Oak to 9th East and West Sites. West: Embarcadero, Oakland Inner Harbor, Lake Merritt channel, and 7th Avenue. East: Embarcadero, Oakland Inner Harbor, 8th Avenue and 10th Avenue.
5. Coliseum. Northeast parking area of the Coliseum.
6. Fremont, California. West of Interstate - 680
7. Pleasanton, California. Location - Off Interstate - 580

SUMMARY

The details described in this report reflect a qualitative assessment of the availability of parking, the accessibility of the automobile, opportunities for alternative modes of transportation, and quality of the pedestrian environment, that may make one site more or less desirable than others.

The Uptown site and the Coliseum site stand out as the two top rated sites, due to the existing transportation infrastructure and availability of parking. The Fremont Site is rated third and the Howard Terminal site is rated fourth. The advantages of the Uptown site, over the other sites, includes above average regional highway access with multiple lane on and off ramps, very close proximity to the BART Station at Government Center, and minimal highway infrastructure improvements. New parking structure(s) are required for each site, except the Uptown site, and should be pre-sold to accommodate special patron parking demands. Special patron parking for the Uptown site may be accommodated in a new City garage planned for at the corner of 21st Street and Telegraph.

The infrastructure cost analysis indicates that the Uptown Site and the Fremont Site require the least infrastructure investment. The Coliseum and Dublin/Pleasanton Sites are tied for third in infrastructure cost.

Evaluation Technique

The evaluation technique used for this site selection report is based on a quantitative rating system from 1 to 7 for various transportation issues. The sites are rated against each other. The most advantageous rating is 7 and the least advantageous rating is 1. If two sites tie for most advantageous (7), the next highest possible rating is a 5. The issues are not weighted, however, collectively they present a clear indication of sites advantages and disadvantages for accommodating crowds of 42,000 patrons and parking of over 13,000 vehicles. The sites with the highest rankings should be closely reviewed in a second round of evaluations. The "Rating Matrix" is attached.

Proposed Transportation Program

- Ballpark Size: 42,000 Seats
- On-Site/Adjacent Parking Garage: 800 space parking garage on-site, or 800 contiguous spaces adjacent to the ballpark, for premium patrons and management including VIP parking, suite parking, and news media.
- Player Parking: (secured) 100 spaces, may be in garage, secluded from media.
- Modal Split: Varies per Site Location. Existing Modal Split, as provided by the Oakland A's for the Coliseum site, estimated at 20%
- Vehicular Occupancy: Typically 2.5 for weeknight and 3.0 on weekend and family oriented games. Transportation Modal uses 2.5.
- Directional Distribution: Data currently under review - assumption that the majority of Patrons arrive from the south.

Oakland Site Requirements

URBAN SITES

- Site Area Requirement:
 - Desirable: 15 acres
 - Minimum: 12.5 acres
- Site configuration allows acceptable building configuration and field orientation.
- Ability to accommodate 100 parking spaces for players/administration on-site.
- Ability to build or lease 800 contiguous parking spaces for premium customers adjacent to ballpark.
- Proximity to adequate parking and transit within 5/8 mile.
- Ability to accommodate service functions and television truck parking on-site.

SUBURBAN SITES

- Site Area Requirement:
 - Desirable: 200-210 acres without BART
 - 175-185 acres with BART
 - Minimum: 104 acres (Coliseum Site) with 60 to 70 acres of adjacent dedicated surface parking and BART.
 - 135 acres with 60 to 70 acres of adjacent off-site parking, without BART.

PARKING, VEHICULAR AND PEDESTRIAN REQUIREMENTS

- 42,000 Patrons
- 20% Modal Split (Transit and Buses) 8,400 Patrons
- Assume hotel, taxi, residential, and water shuttle is negligible
- 20 Buses @ 50/bus equals 1,000 Patrons (10 Charter and 10 Route Buses)
- Transit Ridership equates to 7,400 Patrons at 200 Patrons per train equates to 37 train trips.
- 42,000 patrons minus 8,400 Modal Patrons equates to 33,600 patrons @ 2.5 vehicles per car equated to 13,440 vehicles

- On-Site/Adjacent Garage: say 440 Patron vehicles out of the Premium Spaces.
- Therefore, the parking requirement is approximately 13,000 vehicles. (Note: the Pleasanton site requires 16000 spaces until transit is constructed.)

Note: Our evaluation also assumes the latest techniques in Event Transportation Management Plans (TMP's) will be employed, such a pre-selling parking in specific lots and/or garages.

The accompanying maps were developed by HOK Sport and should be used for logistical reference. The parking data contained on the maps has been updated within the body of this report based on information obtained from the City of Oakland Community & Economic Development Agency and the Oakland Downtown Parking Study Update (Wilbur Smith Associates, December 18, 1998).

TRAFFIC ASSESSMENT

Access routes to and from parking areas from the regional highway network and on the local street network have been driven and documented.

Two transportation issues that require further investigation are the amount of residual traffic on the roadway networks after the PM peak hour and the identification of any existing roadway and/or traffic signal deficiencies leading to and from the regional highway network.

1. Uptown Site

Regional Access Directional Options: Rating 7

The site is located close to an existing interstate interchange that provides regional linkages to I-880, I-980, and Route 24. Grand Avenue from I-80 and the Bay Bridge provides an additional regional surface roadway link.

Highway Ramp Access/Capacity: Rating 7

Highway interchange contains multiple lanes on and off ramps.

Local Street Access/Capacity: Rating 7

Multilane local streets provide linkages to the highway network. Multilane local access around the site is constrained by existing right of way. The ulti-

mate location of new parking garage(s) will be an important factor for minimizing congestion.

1-Hour Exit Time: Rating 7

The departure exit to the highway system and the local street network should be accomplished within the 1-hour time period. The ultimate location of the new City parking garage is a key to access.

Transportation Improvements: Rating 6

There are no major highway ramps or interchange improvements that need to be constructed. The existing city street traffic signal system would have to be upgraded and the use of variable message signs (ITS) to inform the driving patrons of parking availability should be considered.

Infrastructure Costs: Estimated costs 4.0 million dollars.

2. Howard Terminal

Regional Access Directional Options: Rating 4

The site is located close to an existing interstate interchange that provides regional linkages to I-880. The site is also located close to the junction of I-980 and I-880, but regional access to I-980 is circuitous over local roadways.

Highway Ramp Access/Capacity: Rating 4

The I-880 access and egress ramps are one-lane on and off ramps, which restricts the capacity of the transportation system.

Local Street Access/Capacity: Rating 5

Local Street access to and from the terminal area will require the extension of Brush Street into the site. Brush Street will become the main entrance roadway for exiting I-980 vehicles to the Howard Terminal site. The roadway system fronting the site, Embarcadero, has ample lane capacity, however the concentration of on-site parking will overwhelm that primary entry driveway leading to the interstate system.

1-Hour Exit Time: Rating 4

The concentration of on-site parking will overwhelm the primary entry driveway leading to the interstate system and vehicles will be bottlenecked at the highway on-ramps.

Transportation Improvements: Rating 2

Brush Street will need to be extended into the site; the I-880 interstate ramps require widening in order to mitigate the traffic congestion. Further investigation will be required with CalTrans and FHWA to determine the feasibility of widening the Interstate. Vehicles will disperse throughout the local street network to gain access to the highway network at ramps locations of I-980 east of the project area. The local traffic signal system will require updating.

Infrastructure Costs: Estimated costs 40.0 million dollars.

3. Laney College

Regional Access Directional Options: Rating 2

Regional Transportation access is provided from I-880 at northbound exits at Oak and Broadway and the southbound exit at the Broadway - Alameda Exit. The vast majority of regional access (directional distribution) will use these ramps.

Highway Ramp Access/Capacity: Rating 3

The I-880 access and egress ramps are one-lane on and off ramps, which restricts the capacity of the transportation system.

Local Street Access/Capacity: Rating 4

The local street network around the site consists of one-way pair streets of 7th Street southbound and 10th Street northbound; Fallon Street is one-way east and 5th Street is two-way east and west. The street system should be able to accommodate the surge demand to the highway network.

1-Hour Exit Time: Rating 3

The local street system should be able to convey the event traffic to the highway network, however the highway ramping system is insufficient to provide a one-hour exit time. The limited number of traffic lanes at the ramp intersections with city streets will create a bottleneck on the local street network.

Transportation Improvements: Rating 3

The only possible improvements, to increase roadway capacity, are building a new interchange or widen the existing on-ramps to two-lane ramps. The local street system will require new traffic signalizations to improve traffic signal timings and phasing.

Infrastructure Costs:

The I-880 interstate ramps require widening to two-lanes in order to mitigate the traffic congestion. Further investigation will be required with CalTrans and FHWA to determine the feasibility of widening the Interstate. The local traffic signal system will require updating.

Infrastructure Costs: Estimated costs 33.3 million dollars.

4. Oak to 9th East and West Sites

Regional Access Directional Options: Rating 1

The site is located with a local regional access point from I-880 northbound at the Embarcadero and Fifth Street Exit. Southbound access is provided from I-880 at Jackson Street Exit and from I-880/I-980 at the Broadway Alameda or the 16th Street - Embarcadero Exit that is south of the site.

Highway Ramp Access/Capacity: Rating 1

The I-880 access and egress ramps are one-lane on and off ramps, which restrict the capacity of the transportation system.

Local Street Access/Capacity: Rating 1

Local Street access to and from the terminal area is from Embarcadero. In this area of the waterfront, a railroad runs parallel to the Embarcadero. Embarcadero is only one lane in each direction and would have to be widened to a minimum of 5 lanes with reversible lanes of traffic. However, the concentration of parking on-site would overwhelm the interstate ramp system without interstate ramp widening.

1-Hour Exit Time: Rating 2

Because there is limited off-site parking, and Embarcadero is the only local roadway link, the concentration of parking on-site will overwhelm the street

system and traffic congestion will last for close to two hours. A similar situation exists for the New England Patriots, with 12,000 on site parking spaces that exit in just over two hours.

Transportation Improvements: Rating 1

Embarcadero Drive would have to be widened to at least 5 lanes of traffic with reversible lanes of traffic. The I-880 interstate ramps require widening to two-lanes in order to mitigate the traffic congestion. Further investigation will be required with CalTrans and FHWA to determine the feasibility of widening the Interstate. The local traffic signal system will require updating.

Infrastructure Costs: Estimated costs 40.0 million dollars.

5. Coliseum

Regional Access Directional Options: Rating 7

Regional Access is provided from I-880. From the south, access is provided at two exits at Hegenberger Road and 66th Ave - Zhong Way. From the north, ramp access is provided at Hegenberger Road and the Airport Exit.

Highway Ramp Access/Capacity: Rating 7

Multiple on and off ramp lanes are provided to and from the regional highway network. Two of the four exit ramps have multiple lanes.

Local Street Access/Capacity: Rating 7

The local roadway network around the site has multiple lanes for various lane options.

1-Hour Exit Time: Rating 7

The highway network, local street network and parking work in an integrated pattern to provide a 1-hour Exit.

Transportation Improvements: Rating 7

Two highway ramp-widening improvements are required to increase roadway capacity. PB recommends a new ITS Information System to manage traffic and parking and traffic signal improvements directly around the site.

Infrastructure Costs: The estimated Infrastructure cost is 6.0 million dollars.

6. Fremont Site

Regional Access Directional Options: Rating 7

The site is located 25 miles south of the existing Oakland Coliseum, with regional access from I-880 and I-680.

The regional access from I-880 north of the site occurs at Auto Mall Parkway/Durham Road interchange, and south of the site at Mission Boulevard interchange. There is an additional regional access point from I-880 at the Fremont Boulevard interchange located between Auto Mall Parkway and Mission Boulevard interchanges.

The regional access from I-680 north of the site is at Auto Mall Parkway/Durham Road interchange and south of the site at Mission Boulevard interchange.

Access/Capacity: Rating 5

All Highway interchanges contain one lane on and off ramps. Because there are two interchanges, the rating is more favorable than if only one interchange were available.

Local Street Access/Capacity: Rating 4

Local roadways to and from the highway network to the site provide one lane of traffic in each direction and would have to be upgraded to multilane roadways providing linkages to the highway network.

1-Hour Exit Time: Rating 5

Under the current roadway network the departure exit to the highway system and the local street network will take over a 1-hour time period to clear the 13,000 plus vehicles onto the Interstate highway network.

Transportation Improvements: Rating 6

The existing roadway network to and from the interstate system, and around the site, should be widened to provide multiple lanes of traffic. The use of reversible lanes of traffic may be considered. The use of variable

message signs (ITS) to inform the driving patrons of parking availability should be considered.

Infrastructure Costs: Estimated costs 8.0 million dollars.

7. Pleasanton Site

Regional Access Directional Options: Rating 3

The site is located 20 miles south of the existing Oakland Coliseum with regional north-south access from I-880 and I-680 and east-west access from I-580.

Regional north-south access from I-880 and I-680 provides access to I-580 at respective interchanges.

I-580 provides the direct regional access link to the site at the Fallon Rd./El Charro Rd. Interchange.

Highway Ramp Access/Capacity: Rating 3

All interchange ramps are currently one-lane on and off ramps, which restricts the capacity of the transportation system.

Local Street Access/Capacity: Rating 1

Local Street access to and from the site is only from El Charro Road. The roadway requires rebuilding with multiple reversible lanes of traffic.

1-Hour Exit Time: Rating 1

Under the current roadway network the departure exit to the highway system and the local street network will take over a 1-hour time period to clear the 13,000 plus vehicles onto the Interstate highway network.

Transportation Improvements: Rating 4

The I-590 with El Charro Road interchange must be reconstructed to provide 2-lane on and off ramps. The on and off ramps at the existing I-580 interchanges with I-880 and I-680 do not initially need to be widened. A new roadway network to and from the interstate system and around the site needs to be developed as part of the project. The use of reversible lanes of

traffic may be included. The use of variable message signs (ITS) to inform the driving patrons of parking availability should be considered.

Infrastructure Costs: Estimated costs 18.0 million dollars.

PARKING ASSESSMENT

The parking evaluation has used existing data to quantify the existing parking within a 20-minute walk of each site and quantify any parking shortfalls. Parking shortfalls are calculated based on the assumption of 20-minute walk zones for public, private and on-street parking. Parking availability is calculated assuming 70% in public lots, 50% on-street parking, 30% for private lots and is further qualified based on location and walk environment. The delivery cost per space is estimated at \$12,000 per structured space and \$2,000 per surface space.

1. Uptown Site

Public Parking Adequacy: Rating 6

There are approximately 12,500 public parking spaces within a 15-minute walk of the Uptown site, 15,000 spaces within a 20-minute Walk of the site and a total of 17,500 public parking spaces within a 30-minute walk. Development of the site will eliminate approximately 1,100 public spaces.

Off site Private Lot Availability: Rating 7

Located within the downtown Oakland area, the Uptown site has excellent access to the private lots that could be available after the close of the business day. Approximately 2,750 private parking spaces are available within a 30-minute walk of the Uptown site; 2,585 private parking spaces are within a 20-minute walk; and 2,400 spaces are within a 15-minute walk. Some of the private parking is located in small lots that may not be available.

On-Street Parking: Rating 7

Most of the approximately 6,650 on-street parking spaces located within Oakland are within a 30-minute walk of the Uptown site. There are approximately 5,650 spaces within a 20-minute walk and 3,500 spaces within a 15-minute walk of the site. The type of nearby competing uses, such as office, residential or entertainment, will affect availability of these on-street spaces.

Off-Site Options: Rating 7

Due to the developed nature of the area surrounding the site, opportunity for development of parking on city-owned land is limited. The City has identified one potential location for possible shared parking within 2 blocks of the site.

Based on parking walk zone utilization, there is a projected parking supply of 14,090 spaces, which meets the demand of 13,000 spaces. However, the site is small and not able to support a dedicated 800-car Suite, Club and Management parking facility, therefore 800 spaces need to be secured in the proposed City parking structure at 21st and Telegraph.

Parking Infrastructure Costs: \$0 construction costs, lease adjacent parking spaces.

2. Howard Terminal

Public Parking Adequacy: Rating 5

There are approximately 2,925 public parking spaces within a 15-minute walk and 6,700 public parking spaces within a 20-minute walk of the site. Extending the walk zone to 30-minutes from the Howard Terminal site enlarges the number of public parking spaces to approximately 13,000 spaces. However, the concentrations of parking within the 30-minute zone are at the extremities of the zone and not likely to be used. The potential for parking at Jack London Square is limited due to competing interests.

Off-Site Private Lot Availability: Rating 3

With the site located within a waterfront industrial area that is away from the business core of the city, access to private parking lots or garages is poor. Approximately 20 private parking spaces are within a 20-minute walk of the site, while 785 private parking spaces are within a 30-minute walk to site.

On-Street Parking: Rating 4

The Howard Terminal site is within a 30-minute walk of approximately 4,500 on-street parking spaces, roughly two-thirds of the total spaces available within the city. There are approximately 1,475 and 650 on-street

parking spaces within a 20-minute walk zone and a 15-minute walk zone, respectively.

Off-Site Options: Rating 1

The city-owned surface parking lot located within the M.L. King Jr. Way-12th Street-Jefferson Street-11th Street block is within a 20-minute walk of the Howard Terminal site.

Parking Infrastructure Costs:

Based on parking walk zone utilization, there is a projected parking supply of 5,435 parking spaces, which does not meet the demand of 13,000 spaces. This assumes 70% availability of parking at the adjoining Jack London Square retail district. Therefore, there is a shortfall of approximately 7,565 spaces. However, the site is large and can support both surface and structured parking. It is estimated that approximately 850 surface parking spaces can be provided and 1,900 spaces can be developed within a 6-story parking garage. Depending on the preferred land use, future development may provide additional structured parking. Parking structures for 4,800 cars will need to be constructed off-site, to accommodate the program.

Parking Infrastructure Costs: Assume 850 surface parking spaces, plus 6,700 structured spaces equates to 80.4 million dollars. Land acquisition costs for off-site garages are not included in the estimate.

3. Laney College

Public Parking Adequacy: Rating 1

There are approximately 2,025 public parking spaces within a 15-minute walk of the site and 3,290 spaces within a 20-minute walk of the site. When the walk zone is extended to 30-minutes, the Laney College site would have access to approximately 9,125 public parking spaces.

Off-Site Private Lot Availability: Rating 3

Since the site is located south of Lake Merritt, the majority of the private parking areas located in the northern part of the downtown area are located outside of the 30-minute zone. There are approximately 205 and 415

private parking spaces located within 15-minute and 20-minute walks to the site, respectively. Within a 30-minute walk, there are approximately 935 private parking spaces.

On-Street Parking: Rating 4

The Laney College site is within a 30-minute walk of approximately 3,815 on-street parking spaces, but approximately 1,485 on-street spaces are available within a 20-minute walk to the site. Within 15-minutes there are only 670 on-street parking spaces.

Off-Site Options: Rating 1

The one potential city-owned surface parking lot available for parking development is located at the Kaiser Convention Center along 12th Street. The site is located within a 15-minute walk of the Laney College site.

Parking Infrastructure Costs:

Based on parking walk zone utilization, there is a projected parking supply of 3,170 parking spaces, which does not meet the demand of 13,000 spaces. Therefore, there is a shortfall of approximately 9,830 spaces. There are limited off-site parking options. The 1,200 space surface lot that is being displaced by relocated athletic facilities must be replaced. Approximately 2450 structured parking spaces can be accommodated on Laney College property in two 6-story parking garages. It is estimated that combined on-site and off-site parking garages must contain approximately 11,000 spaces.

Parking Infrastructure Costs: Assume multiple parking structures at a cost of \$132 million dollars.

4. Oak to 9th East and West Sites

Public Parking Adequacy: Rating 1

There are approximately 1,840 public parking spaces within a 15-minute walk of the sites and 2,830 public parking spaces within a 20-minute walk. When the walk zone is extended to 30-minutes, the sites would have access to approximately 7,275 public parking spaces.

Off-site Private Lot Availability: Rating 3

Since the sites are located south of Lake Merritt, the majority of the private parking areas located in the northern part of the downtown area are located outside of the 30-minute zone. There are approximately 60 and 160 private parking spaces located within 15-minute and 20-minute walks to the site, respectively. There are only approximately 670 private parking spaces located within a 30-minute walk to the site.

On-Street Parking: Rating 1

The Oak to 9th East and West sites are within a 30-minute walk of approximately 3,210 on-street parking spaces. There are approximately 795 and 150 on-street parking spaces within a 20-minute walk zone and a 15-minute walk zone, respectively.

Off-site Options: Rating 1

The city-owned surface parking lot located at the Kaiser Convention Center is within a 30-minute walk of the site.

Parking Infrastructure Costs:

Based on parking walk zone utilization, there is a projected parking supply of 2,425 parking spaces, which does not meet the demand of 13,000 spaces. Therefore, there is a shortfall of approximately 10,575 spaces. However, the site is large and can support surface and structured parking. It is estimated that approximately 160 surface parking spaces can be provided and 3,150 spaces can be provided in a 6 story parking garage, totaling 3,310 spaces. An additional 7,265 spaces in off-site garages are required to meet the program.

Parking Infrastructure Costs: Assume 160 surface parking spaces, plus 10,415 spaces in multiple garages, equates to 125.3 million dollars.

5. Coliseum

The Coliseum parking assessment is based on discussions with the Oakland A's and reflects actual parking usage. The displacement of on-site parking due to the construction of a Baseball park and the future elimination of parking from private off-site lot due to development is included in this evaluation.

Public Parking Adequacy: Rating 7

There are approximately 7,000 public parking spaces located on the Coliseum site with an additional 1,500 parking spaces on-site for VIP and team related personnel. Development of the site will eliminate approximately 1,650 existing public spaces. Another 2,300 public parking spaces are located within a 15-minute walk to the Coliseum site.

Off-site Private Lot Availability: Rating 7

Due to the industrial nature of the site, access to private parking lots that could be available after the close of the business day is difficult. Specific information is not currently available, but the Oakland A's have indicated that there are 2,000 to 3,000 private parking spaces off-site that are used for ballpark patrons. The A's provide a shuttle bus system for their patrons, therefore this parking supply is assumed to be outside a 20-minute walk to the site.

On-Street Parking: Rating 1

The industrial nature of the site location minimizes the number of on-street parking spaces available for ballpark patrons. It is estimated that less than 200 to 500 on-street spaces are within a 20-minute walk to the Coliseum site.

Off-Site Options: Rating 4

From discussion with the Oakland A's, we understand the team provides a shuttle bus service to the off-site lots. However, over the past few years many of the off-site lots have been developed and the parking supply has decreased, causing the A's to extend their bus shuttle bus service to more remote locations.

Parking Infrastructure Costs:

Based on parking walk zone utilization, there is a projected parking supply of 11,050 parking spaces, which does not meet the demand of 13,000 spaces. Additionally, the 1,650 spaces displaced by the construction of a new ballpark would need to be replaced on-site due to the requirements of the Oakland Raiders. Therefore, there is a shortfall of approximately 3,600 spaces.

It should be noted that the off-site parking supply has decreased over time due to the off-site surface lots being developed.

Parking Infrastructure Costs: Assume a 3,600 space parking structure(s) with at a cost of \$43.2 million dollars.

6. Fremont Site

Because a new BART station is planned and funded, parking requirements on this site are assumed to be 13,000 surface parking spaces.

Public Parking Adequacy: Rating 1

There are no public parking spaces in the area. As the site accommodates only 1700 patron parking spaces, additional property must be acquired. According to the site criteria for suburban sites, the land area requirement is 175-185 acres with the future BART line. An additional 140 acres of contiguous or adjacent land will be required to accommodate the required parking program.

Off-site Private Lot Availability: Rating 1

There are no private parking spaces in the area. The surrounding area is vacant land, or industrial in character.

On-Street Parking: Rating 1

There are no on-street parking spaces in the area. The surrounding area is vacant land, or industrial in character.

Off-Site Options: Rating 6

There are opportunities to construct off-site parking. Vacant land exists adjacent to the site. However, any off site parking facilities will require the acquisition of land for surface or structured parking.

Parking Infrastructure Costs: Surface parking for 13,000 vehicles equates to approximately \$26.0 million dollars, excluding land costs.

7. Pleasanton Site

Due to limited transit and bus access, actual parking requirements will be in the order of 16,000 surface parking spaces.

Public Parking Adequacy: Rating 1

There are no public parking spaces in the area. The surrounding area is comprised of vacant land, agricultural, and residential development. As the site will only accommodate 2,800 parking spaces, additional land must be acquired. According to the site criteria for suburban sites, the land area requirement is 200-210 acres without a BART line. An additional 160 contiguous or adjacent acres will be required to accommodate the required parking program.

Off-site Private Lot Availability: Rating 1

There are no private parking spaces in the area.

On-Street Parking: Rating 1

There are no on-street parking spaces in the area.

Off-Site Options: Rating 6

There are opportunities for development of off-site parking. However, any off site parking facilities will require the acquisition of land for surface or structured parking.

Parking Infrastructure Costs: Surface parking for 16,000 vehicles costs approximately \$32.0 million dollars, excluding land costs.

ALTERNATIVE MODES OF TRANSPORTATION

PB has had discussions with the Oakland A's and estimated the likelihood of modal splits for each site. This analysis considers the BART Station locations and opportunities for future alternative transportation modes, including the potential of existing or new ferry service to the sites along the estuary.

The transit lines that travel through Oakland include the following: AC Transit, Altamont Commuter Express, Bay Area Rapid Transit, Benicia Transit, County Connection, Emery Go Round, Tri Delta Transit, Union City Transit, Vallejo Transit, WestCat, and Wheels.

The primary system transit interface is with the existing BART Rapid transit lines. The Oakland A's Ballpark is currently serviced by a BART Station, directly on site. The comparative analysis identifies the potential for maintaining the current level of BART service.

1. Uptown Site

Transit Location: Rating 7

There is an existing BART Station within one block of the project site.

Alternative Modes: Rating 2

Bus staging would have to occur on-site or on local side streets where parking would have to be prohibited during event time periods. The site does not provide any options for a local ferry terminal.

2. Howard Terminal

Transit Location: Rating 2

There is an existing BART Station to the north along 7th, which is over a mile away and an existing BART Station near 12th Street and Broadway that is a little less than a mile in distance.

Alternative Modes: Rating 7

All bus staging would have to be on-site around the new facility or along Embarcadero that would displace on-street parking. The site provides the opportunity to develop a ferry terminal for event patrons.

3. Laney College

Transit Location: Rating 4

There is an existing BART station near Oak Street and 9th Street that is a 15 walk away from the site.

Alternative Modes: Rating 2

All bus staging would have to be on-site around the new facility. The site does provide the opportunity to develop a ferry terminal for event patrons.

4. Oak to Ninth East and West Sites

Transit Location: Rating 2

There is an existing BART Station along Oak Street that is approximately one mile away.

Alternative Modes: Rating 7

All bus staging would have to be located on-site or on local streets, which would displace existing on-street parking. The site does provide the opportunity to develop a ferry terminal for the Ballpark.

5. Coliseum

Transit Location: Rating 7

There is an existing BART Station next to the existing Coliseum. Ridership figures have been requested from BART. Information provided by the A's indicates that 20% of their patrons use BART before and after capacity events.

Alternative Modes: Rating 2

All bus staging would be provided on-site around the new facility. The site does not provide the opportunity to develop a ferry terminal.

6. Fremont

Transit Location: Rating 7

There is an existing BART Fremont Line, however the nearest station is located approximately 4.5 miles to the north of the site along Civic Center Drive.

BART and the Santa Clara Valley Transportation Authority do have plans for the extension of the BART to Santa Clara Fremont-Daly City Line, with a planned Warm Springs station located directly adjacent to the site. The \$3.8 billion project is funded, and the initial EIS has been completed. Because the project is funded, the BART extension was factored into the site rating.

Alternative Modes: Rating 2

The site does not provide the opportunity to develop a ferry terminal.

Currently, AC Transit operates a bus route (#215) from the Fremont BART station that bisects the site via Warm Springs Road. All bus staging would be provided on-site around the new facility.

7. Pleasanton

Transit Location: Rating 1

There is an existing BART Dublin/Pleasanton Line, however the last station is located approximately 3 miles to the west of the site along Hopyard Road.

Alternative Modes: Rating 1

The site does not provide the opportunity to develop a ferry terminal. Currently, no transit bus routes operated by County Connection or WHEELS pass near the proposed site. All bus staging would be provided on-site around the new facility.

PEDESTRIAN CIRCULATION

PB reviewed the pedestrian circulation around each site, relative to the quality of the pedestrian environment.

1. Uptown Site

Proximity to Parking: Rating 6

Pedestrian Experience to Parking: Rating 7

The pedestrian walk experience to parking is adequate.

Pedestrian Experience to Transit: Rating 7

The pedestrian walk experience to the BART Station is less than a 15-minute walk.

Perceived Pedestrian Safety: Rating 2

The overall pedestrian feel to the area is that it is a safe place to walk to the new Ballpark.

2. Howard Terminal

Proximity to Parking: Rating 3

Pedestrian Experience to Parking: Rating 6

The pedestrian walk experience to off-site parking is enhanced by the site's proximity to Jack London Square. The walk to most of the existing off-site parking is long and circuitous.

Pedestrian Experience to Transit: Rating 3

The pedestrian walk experience to the BART Station south along 7th Street is over a mile and the walk to the BART Station at near 12th Street and Broadway is close to a mile.

Perceived Pedestrian Safety: Rating 3

The overall pedestrian feel to the area is that the site is close to Jack London Square, but is isolated from the rest of the City due to the Interstate highway structure.

3. Laney College

Proximity to Parking: Rating 2

Pedestrian Experience to Parking: Rating 3

The pedestrian walk experience to off-site parking is adequate.

Pedestrian Experience to Transit: Rating 4

The pedestrian walk experience to the BART Station is short and adequate.

Perceived Pedestrian Safety: Rating 4

The overall pedestrian feel to the area is that it is a safe place to walk to the new Ballpark.

4. Oak to 9th East and West Sites

Proximity to Parking: Rating 1

Pedestrian Experience to Parking: Rating 1

The pedestrian walk experience to off-site parking is inadequate.

Pedestrian Experience to Transit: Rating 1

The pedestrian walk to the BART Station is over a mile away.

Perceived Pedestrian Safety: Rating 1

The overall pedestrian feel to the area is that it is isolated and unfriendly.

5. Coliseum

Proximity to Parking: Rating 7

Pedestrian Experience to Parking: Rating 5

The pedestrian walk experience to the parking areas is adequate.

Pedestrian Experience to Transit: Rating 7

The pedestrian walk experience to the BART Station is short and adequate.

Perceived Pedestrian Safety: Rating 7

The overall pedestrian feel to the area is that it is a safe place to walk to the new ballpark, however the location is not close to the core of the city.

6. Fremont Site

Proximity to Parking: Rating 4

The assumption is that 70% of the parking is on -site and 30% is off-site, but within a 15-minute walk of the Ballpark.

Pedestrian Experience to Parking: Rating 3

The assumption is that new off-site roadway infrastructure will be constructed that will contain adequate pedestrian walkways. However, there are no commercial uses in the area.

Pedestrian Experience to Transit: Rating 7

Initially, there will be no pedestrian interface with BART system other than buses.

Perceived Pedestrian Safety: Rating 6

The assumption is that the new infrastructure will create a safe pedestrian environment.

Infrastructure costs are included in the roadway infrastructure improvements.

7. Pleasanton Site

Proximity to Parking: Rating 4

The assumption is that 70% of the parking is on-site and 30% is off-site, but within a 15-minute walk of the Ballpark.

Pedestrian Experience to Parking: Rating 3

The assumption is that new off-site roadway infrastructure will be constructed that will contain adequate pedestrian walkways. However, there are no commercial uses in the area.

Pedestrian Experience to Transit: Rating 1

Initially, no pedestrian interface with the BART system will occur, other than with the route bus system.

Perceived Pedestrian Safety: Rating 5

The assumption is that the new infrastructure will create a safe pedestrian environment.

Infrastructure costs are included in the roadway infrastructure improvements.

Site	1	2	3	4 W	4 E	5	6	7
	UPTOWN	HOWARD TERMINAL	LANEY COLLEGE	9TH TO OAK	9TH TO OAK	COLISEUM	FREMONT	PLEASANTON
LOCATION	Telegraph/San Pablo	Embarcadero	5th Avenue	Embarcadero	Embarcadero	66th Ave	Freeway 680	Freeway 580
	between 18th & 20th st.	btw. Linden & Jefferson	between 7th & 10th st.	btw. Channel & 7th Ave	btw. 8th & 10th Ave	@ San Leandro	Grimer/Warm Springs	
ZONING	C-51/C-55/S-7/S-8	M-40	OS/S-2/S-4	M-40	M-40	C-36/M-40/S-4		
WATER								
EBMUD MAP #	1488B480	1482B476 & 1485B476	1491B474 & 1491B476	1491B474 & 1488B474	1491B474 & 1491B472	1506B462 & 1506B460	581B366/584B366	
Description	12" on 20th st.	4 & 6" on Embarcadero	6 & 12" on 5th Ave.	12" on Embarcadero	12" on Embarcadero	12" on 66th Ave	12" on Warm Springs	12"
	8" on Telegraph Ave.	8" on Linden St.	8" on 7th St.		12" on 9th 7 10th St.	12" on San Leandro	12" on Research Av.	
	4" on 18th st/	10" on Market St.	20" on 10th St.					
	6 & 8" on San Pablo Ave.	8" on Martin Luther K.	20", 30" & 36" inside					
		8" on Jefferson						
Pressure	Static Pressure 80 psi Residual Pressure 75 psi for 1210 gpm	Static Pressure 80 psi Residual Pressure 74 psi for 1321 gpm	Static Pressure 75 psi Residual Pressure 73 psi for 1163 gpm	Static Pressure 76 psi Residual Pressure 70 psi for 1300 gpm	Static Pressure 76 psi Residual Pressure 70 psi for 1300 gpm	Static Pressure 79 psi Residual Pressure 77 psi for 1384 gpm	Static Pressure varies from 50 to 70 psi	Request in progress
SEWER								
City Map #	221	182(missing)-183	185-166	149(missing)-166	166	76-63	Union sanitary District	
Map from the Port		Yes		Yes	Yes		M-21 & m-22	
Description	10", 12" & 54" on 20th St	12" on Embarcadero	8" on 10th St	36" btw Channel & 5th Ave	10" on 10th Ave	8" & 21" on 66th Ave	10" on Warm Spring	15"
	10" on Telegraph Ave	8" on Martin Luther K.	10" on 5th Ave.	84" INT on Embarcadero	84" INT on Embarcadero	11/5/01	10" on Grimer	
	21" on San Pablo		66" on Channel			63" INT inside		
			8", 12" & 36" inside					
Existing capacity	Met with Fuad Sweiss on 11/27/01 - 1 or 2 weeks to response						Request in progress	Request in progress
STORM DRAIN								
City Map #	221	182(missing)-183	185-166	149(missing)-166	166	76-63	578-C-368	
Map from the Port		Yes		Yes	Yes			
Description	15" on 20th St.	78" on Martin Luther K.	12" & 18" on 10th St	84" INT on Embarcadero	84" INT on Embarcadero	12" & 15" on 66th Ave	36" on Grimer	
	30" on Telegraph Ave	15" on Linden	24" on 8th St	8" inside	21" inside	18" on San Leandro		
			24" inside			24" & 30" on Highway		
Existing capacity	Met with Fuad Sweiss on 11/27/01 - 1 or 2 weeks to response						Request in progress	Request in progress
POWER								
Map	Only available @ PG&E Office. They do not give copy.							
Description	Station L on 20th st btw.	Station C on Embarcadero	Station C on Embarcadero	Station C on Embarcadero	Station C on Embarcadero	Station J @ 50th Ave	Request in progress	Request in progress
	San Pablo & Telegraph	btw. MLK & Jefferson	btw. MLK & Jefferson	btw. MLK & Jefferson	btw. MLK & Jefferson	& Coliseum Way		
GAS	Gas main are available near the proposed sites to handle the gas loads of 50,000 m btu.						Request in progress	Request in progress
					24" Gas on Embarcadero			
EASEMENTS		Requested on 11/09/01	Requested on 11/09/01	Requested on 11/09/01	Requested on 11/09/01	Requested on 11/09/01		
MAJOR IMPACTS			36" SS under the footing BART crossing the site			Relocation of 63" INT		

GEOTECHNICAL, CIVIL AND STRUCTURAL EVALUATIONS OF SEVEN POTENTIAL SITES FOR THE PROPOSED OAKLAND BALLPARK

Site 1: Uptown Site

Site Description: The proposed site is presently occupied by a parking structure, a number of smaller buildings, and surface parking lots. We do not know the foundation systems of the existing structures nor are we aware of which of the structures have basement space.

Soil and Groundwater Conditions: Based on information from three previous projects within the site boundaries, the generalized soil profile consists of heterogeneous loose to medium dense sand and gravel fill up to a depth of about four feet. This artificial fill is underlain by medium dense to very dense sand and clayey sand to a depth of 30 feet of the Merritt formation. The Merritt formation is underlain by very stiff clays of the San Antonio formation. Bedrock is estimated to be at a depth greater than 100 feet.

Information from previous borings within the boundaries of the site show that groundwater was encountered at a depth of about 15 feet below grade on a project site on 20th Street, between 22 to 24 feet on a project site on 19th Street and between 22 to 25 feet at a site on 18 Street.

Environmental Hazards: Based on electronic data search information, the potential for encountering hazardous materials originating from on-site sources on this site is low. On the other hand, there are about 70 leaking underground storage tanks located within one half mile of the center of the site, three of these storage tanks are within one-eighth mile of the center of the site and 18 are between one-eighth and one-quarter mile from the center of the site. The potential for the contamination of the groundwater on the site due to these leaking underground storage tanks is low to moderate.

Seismic and Geologic Hazards: The site is located outside the Alquist-Priolo Special Studies Zone, implying that the potential for ground rupture due to fault displacement is low. It is also outside the seismic hazard zones for liquefaction and landslides, implying that the potential for liquefaction and landslide is low. The site is also outside the 100-year flood hazard zone. In keeping with the seismicity of the region, very strong ground shaking should be expected during a major earthquake. The nearest expected

source of such an earthquake is the Hayward Fault, located about three miles to the northeast of the site. Because of the proximity of the fault, an earthquake centered on the fault can be expected to produce near-field groundmotion effects on the site.

Potential Impacts of Existing Conditions on Proposed Development: The proposed ballpark structure could be supported on a deep foundation such as piles or drilled piers. It may be possible however to support the entire structure on a shallow foundation system, especially if the field level is 4 feet or more below grade.

We understand that the field level may extend as deep as 26 feet below grade. Construction that involves handling of site materials below the groundwater table should be avoided, if possible, in order to minimize the potential impacts of any groundwater contamination. Excavation for grade beams, footings and below-grade structures can be performed with conventional excavation equipment and conventional shoring can be used to support excavation walls. If excavation should extend greater than 15 feet below existing grade, dewatering of the excavation may be required. Dewatering will be required if the excavation extends more than 22 feet below existing grade.

The artificial fill may contain debris, which may render it unsuitable as fill material. Native materials underlying the fill to a depth of 30 feet can be considered as suitable fill materials.

Proposed construction may require the demolition of interior water, sewer and storm drain lines (Refer to Appendix for details).

Site 2: Howard Terminal, Port of Oakland

Site Description: The western boundary of the Howard Street Terminal along the Oakland Estuary consists of a pile-supported wharf structure. The wharf, constructed in the 1960's, extends for the full length of the Terminal's waterfront edge (more than 2000 LF), but is only 75-100 feet wide. The structure consists of a reinforced concrete deck supported on concrete piles. The inboard (landward) edge of the wharf is supported on a seawall. Riprap shore protection exists along the north and south edges of the site extending eastwards from the ends of the wharf. The wharf is covered by asphalt concrete

pavement. The long wharf structure is separated into three sections by two expansion joints.

The land upon which the terminal is located was artificially created by first building a rock dike at the offshore edge of the artificial land and placing fill on the landward side of the dike. The wharf structure extends over the filled land and beyond the rock dike.

Soil and Groundwater Conditions: The generalized soil profile on the offshore side of the rock dike consists of Bay Mud underlain to a depth of about 40 feet below the wharf deck. The Bay Mud layer is underlain by dense upper sands to a depth of about 50 feet below the deck. The rock dike bears on this upper sands layer. The upper sands are in turn underlain about 30 feet of dense sands and silty clays. The clays and sands are in turn underlain by stiff and very stiff clays to the depth of exploration of about 100 feet.

On the landward side of the dike, the site is underlain by sand fill that contains debris. The sand fill is underlain by a thin layer of Bay Mud, which is in turn underlain by the dense upper sands, the silty clays and the stiff clays described in the preceding paragraph. Bedrock is estimated to be at a depth of over 200 feet.

Groundwater is expected to be within approximately 5 to 12.5 feet of grade and may be impacted by the tide level.

Environmental Hazards: Based on electronic data search information, the potential for encountering hazardous materials originating from on-site sources on this site is very high. There are 10 sites with leaking underground storage tanks within one-quarter mile of the site. Aerial photographs taken between 1939 and 1965 show that a number of above-ground tanks were located in the portion of the site close to Embarcadero Street. The artificial fill and groundwater on the site are likely to be contaminated by hazardous materials.

Seismic and Geologic Hazards: The site is located outside the Alquist-Priolo Special Studies Zone, implying that the potential for ground rupture due to fault displacement is low. It is however located within the seismic

hazard zone for liquefaction, implying that the potential for liquefaction and associated lateral spreading is very high. The site is also susceptible to consolidation settlement due to the presence of Bay Mud and compaction settlement of artificial fill above the groundwater table. The 100-year flood zone extends to areas on the outer edges of the site, but the site is outside the tsunami hazard zone.

In keeping with the seismicity of the region, very strong ground shaking should be expected during a major earthquake. The nearest expected source of such an earthquake is the Hayward Fault, located approximately four miles to the northeast of the site. Because of the proximity of the fault, an earthquake centered on the fault can be expected to produce near-field groundmotion effects on the site.

Observations Made During Site Reconnaissance: Four large rail-mounted cranes for handling container cargo are located on the wharf. The seaward rail is located on the wharf, very near the water's edge. The landward rail is located about 10-15 feet beyond the eastern edge of the wharf, behind the seawall. An older seawall, which was associated with the old wharf, is reported to be located east of the seawall associated with the existing wharf. The landward rail is supported on a continuous, pile-supported grade beam foundation. There are no other structures on the wharf.

Two rubber-tired cranes traveling along marked asphalt concrete-paved pathways are located to the east of the rail-mounted cranes. The rubber tires have created ruts along their travel paths, probably due to the consolidation of the underlying soils. We understand that these ruts are usually filled with asphalt concrete only to re-appear later.

The surface of the wharf appears to be in very good condition. We observed no evidence of differential settlements affecting the wharf or the crane rails. Our escort from the Port believed that the wharf did not suffer any structural damage, or require any significant structural repairs, due to the 1989 Loma Prieta Earthquake. The ground between the seawall and the landward rail is reported to have settled about six inches after the earthquake.

Potential Impacts of Existing Conditions on Proposed Development:

Although we have not inspected the underside of the wharf deck and supporting piles, we expect that the two sets of structural elements are in relatively good condition. However, based on our experience with waterfront structures, it is also likely that the existing wharf structure has sustained some amount of damage, such as concrete cracks and/or spalls and of steel reinforcement corrosion, that will require repair.

The wharf structure is obviously capable of supporting the very heavy gravity loads associated with the active cargo handling operations of the Port. Therefore, the wharf will be capable of supporting any pedestrian and vehicular loads that would occur related to use of the site for the new ballpark. In addition, it is very likely that the wharf is capable of supporting light, one- and, perhaps, two-story building structures associated with a ballpark (concessions, toilets, etc.). However, the wharf is not likely to be capable of supporting the vertical (gravity) or lateral (seismic) loads of a new stadium structure. If the footprint of the new ballpark structure extended over the wharf, the heavy concentrated loads of multi-story building columns and walls would require new transfer girder and pile foundations. Also, the new foundation system will be required to provide 100% of the seismic force resistance for the stadium.

In addition, the existing wharf structure, seawall and riprap shore protection will probably not be capable of providing adequate retention for, or resistance to lateral spreading of, the soil fills along the waterfront boundary of the site if they liquefy or consolidate in a major earthquake. It is likely that some form of soil improvement will be required in a band along the waterfront boundaries of the site to provide adequate containment and to prevent lateral spreading of the site soils towards the water.

Should the proposed ballpark structure be located east of the wharf, a pile foundation system would be required to support the structure. Piles are expected to be about 100 to 140 feet in length. The potential for the piles hitting obstructions are likely to be high, especially in the area between the two seawalls. Vibrations from pile driving could affect some of the existing utility lines and structures in the vicinity.

If possible, proposed construction should avoid handling of existing soils and groundwater because of the contaminants present in those two media. We

anticipate that the playing field level will be at existing grade so no dewatering of a major excavation would be required. Site-derived soils should be considered unsuitable for filling or backfilling.

Differential settlement should be expected between any pile-supported structure and surface structures or paving due to the consolidation of the underlying Bay Mud.

Proposed construction may require the demolition of interior sewer and storm drain lines and existing storm water interceptors may need to be re-routed. Also, existing easements for storm water interceptors may affect the siting of the ballpark (Refer to Appendix for details).

Site 3: Laney College

Site Description: The proposed site is currently occupied by a playing field used for sports activities. A major utility line currently traverses the site. The western third approximately of the site was part of the old tidal flats. An existing BART tunnel traverses the southern third of the site. We believe that the tunnel was constructed using the cut and cover method and that sheet piling was used for excavation support.

Soil and Groundwater Conditions: The generalized soil profile consists of alluvial fan deposits comprised by interfingering lenses of clayey gravel, sandy silty clay, and sand-clay-silt mixtures. Artificial fill and soft Bay Mud may be encountered in the old tidal flats portion of the site. Bedrock is estimated to be at a depth greater than 100 feet. Groundwater is expected to be at a depth between 5 to 12 feet.

Environmental Hazards: Based on electronic data search information, the potential for encountering hazardous materials originating from on-site sources on this site is low. On the other hand, there are about nine leaking underground storage tanks located within one quarter mile of the site; two of these storage tanks are within one-eighth mile of the site. The potential for the contamination of the groundwater on the site due to these leaking underground storage tanks is high.

Seismic and Geologic Hazards: The site is located outside the Alquist-Priolo Special Studies Zone, implying that the potential for ground rupture due to

fault displacement is low. It is also partially within the seismic hazard zones for liquefaction, approximately the western-third (along the Lake Merritt Channel) of the site being within the zone. This implies that the potential for liquefaction is high in the western third of the site and low in the remainder of the site. Also, the portion of the site along the Lake Merritt Channel is within the 100-year flood zone whereas the remainder of the site is outside the zone.

In keeping with the seismicity of the region, very strong ground shaking should be expected during a major earthquake. The nearest expected source of such an earthquake is the Hayward Fault, located about three miles to the northeast of the site. Because of the proximity of the fault, an earthquake centered on the fault can be expected to produce near-field groundmotion effects on the site.

Potential Impacts of Existing Conditions on Proposed Development: The presence of the BART tunnel may prove to be a major impediment to lowering the playing field level and installing foundation. If BART should agree to their tunnel being impacted, it is likely that they would impose strict guidelines that must be adhered to during the design and construction phases. The proposed ballpark structure is likely to be supported on a deep foundation such as piles or drilled piers. Piles are expected to be 60 to 100 feet in length. The potential for the piles hitting obstructions are likely to be high in the old tidal area and in the vicinity of the old BART tunnel. Allowance should be made for a premium associated with installing the piles in accordance with BART criteria. Excavation for the grade beams and below-grade structures can be performed with conventional excavation equipment and conventional shoring can be used to support excavation walls.

Proposed construction may require re-routing of existing water, sewer and storm drain lines. Also, existing easements for storm water interceptors may affect the siting of the ballpark (Refer to Appendix for details).

Site 4: 9Th Avenue Terminal, Port of Oakland

Site Description: The 135° angled southern tip of the Ninth Avenue Terminal site is bounded by a pile-supported wharf structure. Measuring from the angled corner along the outer (waterside) edge, the wharf extends

about 1100 feet northeastwards along the Brooklyn Channel and about 420 feet northwestwards along the Oakland Estuary. The wharf is about 224 feet wide. Constructed in 1929, the wharf consists, primarily, of a concrete slab deck. However, the outer 32 feet of apron along the water's edge and some portions at the far northwestern end of the wharf is of timber construction. A soil and rock rubble dike runs underneath the length of the wharf, located about 74 feet inwards from the waterside edge of the wharf. The timber apron is supported on creosoted timber piles, the portion of the concrete wharf seaward of the dike is supported on concrete piles and the portion of the wharf behind the dike is supported by concrete encased green timber piles.

A large shed building occupies much of the concrete portion of the wharf. The shed is 192 feet wide, including a 12 foot wide loading dock along its landward side, and about 1000 feet long, extending to the east from the angled corner. The shed building was built in two sections. The original section, comprising the easternmost 504 feet, was built in 1930. The balance was built in 1950. The structure of both sections of the shed is similar, consisting of a steel truss frame supporting a wood deck roof and enclosed with concrete sidewalls. We understand that the shed building is regarded as an historic structure.

A single railroad track runs along the waterside of the shed on the timber portion of the wharf. Also, the SS Golden Bear, operated by the "Artship" organization, and the historic Lightship Relief are currently tied up alongside the wharf.

Soil and Groundwater Conditions: The generalized soil profile consists of artificial fill overlying Bay Mud that is 20 to 40 feet thick, which is in turn underlain by interbedded layers of sands and clays of the Merritt formation. Bedrock is estimated to be at a depth of over 200 feet. Groundwater is expected to be within 5 feet of grade and be impacted by the tide level.

Environmental Hazards: Based on electronic data search information, the potential for encountering hazardous materials originating from on-site sources on this site is very high. There are six sites with leaking underground storage tanks within one-eighth mile of the site and 13 sites within one-quarter mile of the site. The artificial fill and groundwater on the site are

likely to be contaminated by hazardous materials.

Seismic and Geologic Hazards: The site is located outside the Alquist-Priolo Special Studies Zone, implying that the potential for ground rupture due to fault displacement is low. It is however located within the seismic hazard zone for liquefaction, implying that the potential for liquefaction and associated lateral spreading is very high. The site is also susceptible to consolidation settlement due to the presence of Bay Mud and compaction settlement of artificial fill above the groundwater table. The site is outside the tsunami hazard zone, but the 100-year flood zone extends to areas of the site mostly along the Sea Breeze Marina.

In keeping with the seismicity of the region, very strong ground shaking should be expected during a major earthquake. The nearest expected source of such an earthquake is the Hayward Fault, located approximately 3.5 miles to the northeast of the site. Because of the proximity of the fault, an earthquake centered on the fault can be expected to produce near-field groundmotion effects on the site.

Observations Made During Site Reconnaissance: The concrete and asphalt concrete pavement surfaces of the wharf appear to be in fair condition. We observed no evidence of differential settlements affecting the concrete portions of the wharf and the shed. However, portions of the northern timber pile supported wharf have settled relative to the adjacent concrete wharf area. Based on reports of earlier investigations, the creosoted timber piles are in poor condition (as many as 50% require significant repair or replacement) and about 45% of the concrete piles show some signs of deterioration and require repair. Portions of the underside of both the timber and concrete wharf decks require repair. In addition, the wharf does not have a reliable lateral seismic force resisting system. Our escort from the Port believed that the wharf did not suffer damage during, or require structural repairs after, the Loma Prieta Earthquake.

Repairs are required at those portions of the wharf that will be retained in the project. Repairs will include concrete crack and spall repair of damaged piles (see percentages above) and crack injection, spall repairs and rebar corrosion repairs at the underside of the existing concrete wharf deck. Given the level of deterioration of the creosoted timber piles, removal of the timber wharf

apron (the outer 15-20 feet of the wharf) and the timber piling is probably the best approach. Replacement with new pile supported concrete deck is as required by the design of the project.

The existing piling does not provide adequate seismic support for the wharf. A possible upgrade method involves installation of new precast concrete batter piles along the landside of the wharf/shed structure. At a minimum, this will consist of a continuous, 4' deep x 12' wide, concrete pile cap along the full length of the wharf with two pairs of 24" octagonal batter piles per 20 linear feet.

The shed structure will require the following upgrade work, at a minimum:

- New structural plywood over entire roof.
- New transverse steel diagonal braced frames – 2 bays of bracing every 96' on center.
- New longitudinal braces at 96' center to center along each of the four longitudinal column lines.
- New bracing at the clear story between upper and lower roof levels.
- New roof and floor diaphragm collectors and anchors at the braces and perimeter walls.
- Strengthened connections anchoring new braces to existing supporting piles.

Potential Impacts of Existing Conditions on Proposed Development: Once repaired and strengthened, the pile-supported wharf structure will be able to continue to support the existing shed building as well as any pedestrian and vehicular loading associated with use of the site for a new stadium. However, the wharf will not be able to provide either vertical load support or lateral force resistance for any portion of a new stadium structure. If the footprint of a new ballpark structure extended over a portion of the wharf, new pile foundation systems would be required and portions of the wharf may need to be removed as well.

In addition, the existing wharf structure and seawall will probably not be able to provide adequate retention for the increased lateral soil pressures, or resistance to the lateral spreading, which are likely to result if the site soils and fill materials liquefy or consolidate during a major earthquake. It is likely that

some form of soil improvement will be required along the waterfront boundary of the site.

Should the proposed ballpark structure be located outside the footprint of the pile-supported wharf, a pile foundation system would be required to support the structure. Piles are expected to be 100 to 140 feet in length. The potential for the piles hitting obstructions are likely to be high. Vibrations from pile driving could affect some of the existing utility lines and structures in the vicinity.

If possible, proposed construction should avoid handling of existing soils and groundwater because of the contaminants present in those two media. We anticipate that the playing field level will be at existing grade so no dewatering of a major excavation would be required. Native soils should be considered as unsuitable as fill or backfill materials.

Differential settlement should be expected between any pile supported structure and surface structure or paving due to the consolidation of the underlying Bay Mud.

Proposed construction may require the demolition of interior water, sewer and storm drain lines and some existing storm drain lines may need to be re-routed. Also, existing easements for storm water pipes may affect the siting of the ballpark (Refer to Appendix for details).

Site 5: Oakland Coliseum Site

Site Description: The proposed site is currently an asphalt concrete-paved area used for parking for football, baseball and basketball fans. The site was originally part of the historical tidal flats. Aerial photos from 1939 and 1946 show that a major old slough, with an ox-bow shape traversed the site.

Soil and Groundwater Conditions: The generalized soil profile consists of 4 to 8 feet of artificial fill overlying Bay Mud, which is in turn underlain by interbedded layers of sands and clays. Bedrock is estimated to be at a depth of over 100 feet. Groundwater is expected to be encountered at 4 to 6 feet depth.

Environmental Hazards: Based on electronic data search information, the potential for encountering hazardous materials originating from on-site sources on this site is low to moderate. There are six leaking underground storage tank sites within one quarter mile of the site. Groundwater on the site may have been contaminated by these offsite sources of contaminants.

Seismic and Geologic Hazards: The site is located outside the Alquist-Priolo Special Studies Zone, implying that the potential for ground rupture due to fault displacement is low. It is however located within the seismic hazard zone for liquefaction, implying that the potential for liquefaction and associated lateral spreading is very high. The site is also susceptible to consolidation settlement due to the presence of Bay Mud and compaction settlement of artificial fill above the groundwater table. The site is outside the tsunami hazard zone. The 100-year flood zone extends only to areas along Damon Slough whereas the 500-year flood zone covers the entire site. In keeping with the seismicity of the region, very strong ground shaking should be expected during a major earthquake. The nearest expected source of such an earthquake is the Hayward Fault, located approximately 2.5 miles to the northeast of the site. Because of the proximity of the fault, an earthquake centered on the fault can be expected to produce near-field groundmotion effects on the site.

Potential Impacts of Existing Conditions on Proposed Development: The proposed ballpark structure is likely to be supported on a deep foundation such as piles or drilled piers. Pile lengths are estimated to be 60 to 100 feet. Construction that involves handling of site materials below the groundwater table should be avoided, if possible, to minimize the potential effects of groundwater contamination. Excavation for the grade beams and below-grade structures can be performed with conventional excavation equipment and conventional shoring can be used to support excavation walls. We understand that the playing level may extend as deep as 26 feet below grade. This means that the excavation would need to be dewatered. Site-derived soils are likely to be classified as unsuitable for filling and backfilling.

Proposed construction may require the demolition of interior water and storm drain lines and existing sewer interceptors may need to be re-routed. Also, existing easements for storm water interceptors may affect the siting of the ballpark (Refer to Appendix for details).

Our civil engineers have determined that it would be difficult to re-route the sewer interceptor within the site boundaries. If that is the case, it would be difficult to lower the playing field of the proposed ballpark and foundation installation would be adversely impacted.

Site 6: Fremont Site

Site Description: The proposed site is bounded on the north side by Grimmer Avenue and on the west and east sides by Warm Springs Boulevard and Highway 680, respectively. The site is currently undeveloped.

Soil and Groundwater Conditions: The generalized soil profile consists of very stiff clayey silt/silty clay in the upper five feet. This layer is underlain loose to medium dense sandy silt. This layer is in turn underlain by loose to medium dense clayey silt/sandy silt to a depth of about 27 feet. The final layer encountered to a depth of about 30 feet was a sandy gravel layer. We do not have specific information on groundwater levels.

Environmental Hazards: The potential for encountering hazardous materials originating from on-site sources on this site is low. Traces of pesticides may be found in the upper soils due to previous farming activities.

Seismic and Geologic Hazards: The site is located just outside the Alquist-Priolo Special Studies Zone, implying that the potential for ground rupture due to fault displacement is low. In keeping with the seismicity of the region, very strong ground shaking should be expected during a major earthquake. The nearest expected source of such an earthquake is the Hayward Fault, located about three miles to the northeast of the site. Because of the proximity of the fault, an earthquake centered on the fault can be expected to produce near-field groundmotion effects on the site.

Potential Impacts of Existing Conditions on Proposed Development: The proposed ballpark structure is likely to be supported on a deep foundation such as piles or drilled piers. Piles are expected to be 60 to 100 feet in length. Excavation for the grade beams and below-grade structures can be performed with conventional excavation equipment and conventional shoring can be used to support excavation walls. We understand that the playing level may extend as deep as 26 feet below grade. It should be assumed that

the excavation would need to be dewatered.

The upper, surface clay layer may be moderately expansive. That material is therefore is unsuitable as fill material. The other clayey soils should also be considered as unsuitable for filling and backfilling.

Site 7: Pleasanton Site

Site Description: The proposed site is bounded on the north side by Highway 580, on the west by West Las Positas Boulevard and to the east by El Charro Road. A pond-like depression is located on the site.

Soil and Groundwater Conditions: The generalized soil profile consists of very stiff dark gray clay overlying gray clayey silt to a depth of 5 feet. This layer is underlain loose to medium dense to depth of about 13 feet. Groundwater is at a depth of about 12 feet.

Environmental Hazards: The potential for encountering hazardous materials originating from on-site sources on this site is low. Traces of pesticides may be found in the upper soils due to previous farming activities.

Seismic and Geologic Hazards: The site is located just outside the Alquist-Priolo Special Studies Zone, implying that the potential for ground rupture due to fault displacement is low. In keeping with the seismicity of the region, very strong ground shaking should be expected during a major earthquake. The nearest expected source of such an earthquake is the Hayward Fault, located about three miles to the northeast of the site.

Potential Impacts of Existing Conditions on Proposed Development: The proposed ballpark structure is likely to be supported on a deep foundation such as piles or drilled piers. Piles are expected to be 60 to 100 feet in length. Excavation for grade beams and below-grade structures can be performed with conventional excavation equipment and conventional shoring can be used to support excavation walls.

The upper, surface clay layer may be moderately expansive. That material is, therefore, unsuitable as fill material. The other clayey soils should be considered unsuitable for filling and backfilling, but the sandy soils are suitable.

UTILITIES INVESTIGATION

Refer to the attached Utilities table for a summary of the existing services. We have attached a service availability letter for electrical power and natural gas from PG&E. We assume that power is available for all the Oakland sites. Cost may vary. We recommend that the selected site have a secondary electrical power back up.

1. UPTOWN SITE

Zoning – 4 different areas: C-51/S-7, C-55/S-7, C-55/S-7 and C-55/S-8/S-7

C-51: Central Business Service Commercial Zone

C-55: Central Core Commercial Zone

S-7: Preservation Combining Zone

S-8: Urban Street Combining Zone

Water - The site is bordered by 4", 6", 8" and 12" water supply mains. Demolition of the interior water distribution should not impact the site or the City system.

Hydrant flow test data from EBMUD: Static pressure 80 psi - Residual pressure 75 psi @ 1210 gpm for the 12" located at 20th Street and Telegraph.

Sewer – The site is bordered by 10", 12", 21" and 54" sewer mains. Demolition of the interior sewer mains should not impact the site or the City system.

Storm Drainage – The site is bordered by 15" and 30" storm drainage mains. Demolition of the interior storm drainage mains should not impact the site or the City system

Electric Power – Electric power is available at Sub-Station L on 20th Street, between San Pablo and Telegraph.

Natural Gas – Gas service is available near the site capable of supplying a gas load of 50,000 mbtu.

Easements- There is no evidence of existing easements on the site.

2. HOWARD TERMINAL SITE

Zoning – 1 area: M-40

M-40: Heavy Industrial Zone

Water- The site is bordered by 4", 6", 8" and 10" water supply mains on the land side. Demolition of the interior water distribution should not impact the site or the City system.

Hydrant flow test data from EBMUD: Static pressure 80 psi - Residual pressure 74 psi @ 1321 gpm for the 10" located at Market and 1st Street.

Sewer – The site is bordered by 8" and 12" sewer mains. Demolition of the interior sewer mains should not impact the site or the City system.

Storm Drainage – The site is bordered by 78" and 15" storm water mains. Demolition of the interior storm drainage mains should not impact the site or the City system.

The Port reports existing City storm water interceptors crossing the site and discharging into the bay at three outfalls. The interceptors may require re-routing.

Electric Power – Electric power is available at Sub-Station C on Embarcadero Street, between Martin Luther King Street and Jefferson Street.

Natural Gas – Gas service is available near the site capable of supplying a gas load of 50,000 mbtu.

Easements- It is assumed that easements exist for the city storm water interceptors crossing the site.

3. LANEY COLLEGE SITE

Zoning – 3 different areas: OS/S-4, OS/S-4 and S-2/S-4

OS: Open Space

S-2: Civic Center Zone

S-4: Design Combining Zone

Water - The site is bordered by 6", 8", 12" and 20" water supply mains. Existing 20", 30" & 36" water lines crossing the site may require re-routing. Hydrant flow test data from EBMUD: Static pressure 75 psi - Residual pressure 73 psi @ 1163 gpm for the 6" located at E 8th Street.

Sewer - The site is bordered by 8", 12" and 66" sewer mains. Existing 8", 12", 36" and 66" sewers crossing the site may require re-routing.

Storm Drainage - The site is bordered by 12", 18" and 24" storm water mains. Existing 15" and 24" storm water lines crossing the site may require re-routing.

Electric Power - Electric power is available at Sub-Station C on Embarcadero Street, between Martin Luther King Street and Jefferson Street.

Natural Gas - Gas service is available near the site capable of supplying a gas load of 50,000 mbtu.

Easements - Easements should exist for the water, sewer and storm water piping crossing the site as listed above. The East Bay BART (Bay Area Rapid Transportation) tunnel (from Lake Merritt station to 8th Avenue) crosses the site along the southern edge of proposed structure.

4. 9TH AVENUE TERMINAL SITES

Zoning - 1 area: M-40

M-40: Heavy Industrial Zone

Water - The site is bordered by 12" water supply mains on the land side. Demolition of the interior water distribution should not impact the site or the City system.

Hydrant flow test data from EBMUD: Static pressure 76 psi - Residual pressure 70 psi @ 1300 gpm for the 12" located at 321 Embarcadero Street.

Sewer - The site is bordered by 12" and 84" sewer mains. Demolition of the interior sewer mains should not impact the site or the City system.

Storm Drainage - The site is bordered by 8" and 84" storm drain mains.

Demolition of the interior storm drainage mains should not impact the site or the City system.

The Port reports existing City storm drains crossing the site and discharging into the bay at four outfalls. The storm drains may require re-routing.

Electric Power - Electric power is available at Sub-Station C on Embarcadero Street, between Martin Luther King Street and Jefferson Street.

Natural Gas - Gas service is available near the site capable of supplying a gas load of 50,000 mbtu.

Easements - Easements may exist for the storm water pipes crossing the site as listed above.

5. COLISEUM SITE

Zoning - 2 different areas: C-36/S-4 and M-40/S-4

C-36: Gateway Boulevard Service Commercial Zone

M-40: Heavy Industrial Zone

S-4: Design Combining Zone

Water - The site is bordered by 12" water supply mains. Demolition of the interior water distribution should not impact the site or the City system.

Sewer - The site is bordered by 8" and 21" sewer mains. A 63" interceptor sewer (EBMUD) crossing the site may require re-routing. Relocation would be a major issue, if not prohibitive.

Storm Drainage - The site is bordered by 12", 15", 18", 24" and 30" storm drain mains. Demolition of the interior storm drainage mains should not impact the site or the City system.

Electric Power - Electric power is available at Sub-Station J on 50th Avenue at Coliseum Way.

Natural Gas - Gas service is available near the site capable of supplying a gas load of 50,000 mbtu.

Easements- An easement may exist for the 63" interceptor listed above.

6. FREMONT SITE

Water - Referencing the proposed tentative parcel map 2618, an existing 12" water main exists in Warm Springs Boulevard and extending in Osgood Road. A second main exists in the Cul-de-sac in Research Avenue. Further investigation is required to verify that the combined line capacity will service the proposed loads.

Sewer - The site is bordered by two 10" sewer mains. These mains are not adequate to handle the proposed flows. New sewer mains would be required from a point of connection off-site. Verification that the local sewerage treatment plant is capable of handle the addition flow is required.

Storm Drainage - A 36" storm drain main is located at the corner of Grimer Street and Warm Springs. This main is not adequate to handle the projected flows.

Electric Power - Further investigation is required to verify that sufficient power serves the site.

Natural Gas - Further investigation is required to verify that sufficient natural gas service is available at the site.

Easements- We have found no evidence of existing easements on the site.

7. PLEASANTON SITE

Water- The site is bordered by 12" water supply mains.

Sewer - The site is bordered by 15" sewer mains. These mains are not adequate to handle the proposed flows. New sewer mains would be required from a point of connection off-site. Verification that the local sewerage treatment plant is capable of handle the addition flow is required.

Storm Drainage - Based on the USGS map, the site appears to presently function as a storm water retention pond. This pond may require relocation.

Electric Power - Further investigation is required to verify that sufficient power serves the site.

Natural Gas - Further investigation is required to verify that sufficient natural gas service is available at the site.

Easements - We have found no evidence of existing easements on the site.

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